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AMERICAN

RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

SATURDAY, APRIL 23, 1859.

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ESTABLISHED IN 1831.

NEW-YORK:

PUBLISHED WEEKLY, BY

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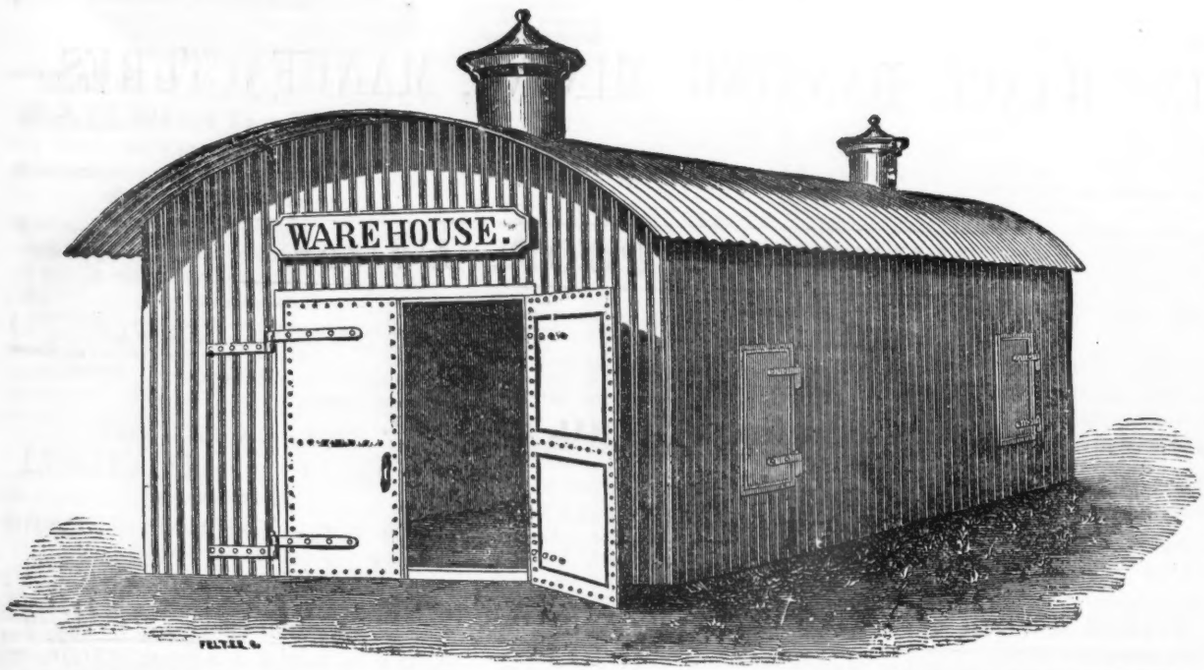

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☞ MESSRS. ALGAR & STREET, No. 11 Clements Lane, Lombard Street, LONDON, are the authorised European Agents for the *Journal*.

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American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, April 23, 1859.

La Crosse & Mil. Railroad, for 1858.

Since the completion of the La Crosse and Milwaukee railroad, and its opening to the Mississippi river, the effect upon the business of the city has been decisive and advantageous. And though it cannot be said to fairly commence its legitimate through business until the opening of the river in the Spring, still the traffic has felt a new impetus since reaching La Crosse.

As a matter of record, we have compiled the following table, showing the time at which the road was opened to various points:

To Schleissingerville.	30 miles	.....	Aug. 22, 1855
" Hartford.....	34	"	Sept. 10, 1855
" Woodland.....	43	"	Oct. 16, 1855
" Iron Ridge.....	45	"	Nov. 21, 1855
" Horicon.....	51	"	Dec. 31, 1855
" Junction.....	54	"	March 6, 1856
" Rolling Prairie...	56	"	" 18, 1856
" Beaver Dam.....	61	"	April 24, 1856
" Fox Lake.....	68	"	Oct. 22, 1856
" Midland.....	87	"	Dec. 29, 1856
" Portland City....	95	"	Mar. 16, 1857
" Kilbourn City....	112	"	Aug. 20, 1857
" Mauston	131	"	Dec. 7, 1857
" Lisbon	138	"	Dec. 23, 1857
" Tomah	156	"	April 30, 1858
" Greenfield.....	161	"	June 11, 1858
" Sparta	173	"	July 14, 1858
" Salem.....	188	"	Aug. 4, 1858
" La Crosse.....	200	"	Aug. 21, 1858

MONTHLY RECEIPTS.

	Passengers.	Freight.	Total.
January....	$10,702 07	$12,758 24	$24,236 17
February...	8,946 46	10,651 00	20,035 38
March.....	12,679 33	13,040 48	26,264 56
April.....	13,785 21	17,852 25	33,690 49
May.....	17,942 93	23,803 76	42,379 43
June.....	15,043 54	28,153 79	43,875 54
July.....	17,316 34	28,267 40	47,609 01
August.....	16,885 08	20,029 05	37,682 12
September..	23,714 34	37,248 03	63,301 55
October.....	28,357 87	32,255 48	61,554 52
November ..	27,003 05	26,944 10	55,001 98
December ..	13,368 92	18,937 58	36,823 05
Total..	$205,745 19	$269,941 16	$492,453 80

RECEIPTS OF WHEAT AND FLOUR, 1858.

	Wheat, bush.	Flour, bbls.
January.....	46,766	7,298
February.....	35,886	6,208
March.....	44,208	4,173
April.....	72,415	5,707
May.....	82,151	7,740
June.....	169,154	6,913
July.....	119,992	7,918
August.....	64,277	3,796
September.....	266,715	9,505
October.....	93,195	11,516
November	84,531	6,690
December	42,552	6,199
Total.....	1,121,842	83,663

Flour reduced to wheat, the total of wheat 1,540,157 bushels. This is an increase of over 250,000 bushels over the large receipts of 1856.

We find upon examination, that a large traffic is carried on between the local stations. Particularly is this case in lumber. Large quantities are distributed from Horicon and the Junction, to the various stations on the road.

As a sample of the new life which a railroad gives a region of country, we instance the fact that in 1856 pork was shipped *from* Milwaukee to the points on the road, while in 1858 there was brought to this market over 1,000,000 pounds of dressed hogs. From large consumers, the farmers on the line had become large producers.

On the first of January, 1860, some of the Minnesota roads will be opened, if the contracts are fulfilled. The entire Minnesota system of railroads is tributary to the La Crosse and Milwaukee railroad, and there is but little doubt that they will prove important and valuable feeders. The vast region of country to the west and north of the La Crosse road, and the rapidly increasing population, cannot but afford an extensive, constantly improving, and finally a largely profitable traffic. As an instrument for the settlement of a large part of the State; as a means of trade for Milwaukee; and as a link that connects us with the great and growing State of Minnesota, we consider the La Crosse railroad of incalculable importance.—*Daily Wisconsin.*

The Flour and Grain Trade of the Lake Regions.

The Buffalo *Commercial Advertiser* publishes the twenty-first annual statement of the trade and commerce of Buffalo for the year 1858, including statistics showing the whole export of flour and grain from the Lake regions. These statistics show a wonderful degree of progress and prosperity in that city. The following table of the receipts of grain at the principal grain ports in 1858 is of general interest:

BUFFALO.	Bushels.	CHICAGO. Bushels.
Wheat in flour.....	8,072,600	2,610,685
Wheat.....	10,735,909	9,639,614
Corn.....	6,621,668	8,252,641
Oats.....	2,275,241	2,313,597
Rye.....	125,214	71,012
Barley.....	309,223	413,812
	28,219,855	23,301,361

ST. LOUIS.	Bushels.	CINCINNATI. Bushels.
Wheat in flour.....	1,861,196	3,166,590
Wheat.....	3,835,759	1,211,543
Corn.....	900 000	1,000,236
Oats.....	1,690,562	588,950
Rye.....	46,198	64,358
Barley.....	406,000	400,967
	8,739,715	6,532,644

Buffalo in 1858 is thus shown to have received 4,918,494 bushels of grain more than Chicago, and 12,947,486 bushels more than the receipts at St. Louis and Cincinnati combined.

Census of Texas.

The Austin *State Gazette* publishes a summary of the State census, giving a total population of 457,620, of whom 138,265 are slaves, and 250 free negroes. Of the whites, 67,350 are voters. The *Gazette* thinks that over 40,000 persons have come into the State and settled since the rolls closed. In 1850 the population was 212,492. The same rolls give the total number of acres under cultivation 1,948,215, of which 5,081,808 in cotton, 15,965 in sugar, 80,347 in corn, and 208,097 in wheat.

TREATISE
ON THE
PRINCIPLES OF CIVIL ENGINEERING
AS APPLIED TO THE
CONSTRUCTION OF WOODEN BRIDGES.

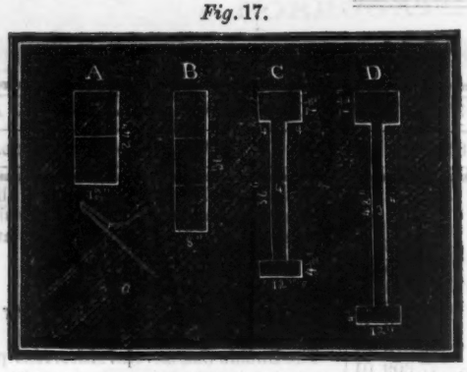
By S. S. Post, *Civil Engineer*,
And late Chief Engineer of the N. Y. & Erie R. R.

(Continued from p. 245.)

§ 56. Beams of great length, often cannot be obtained solid of sufficient depth, and are *made up* by placing one or more sticks of timber upon another and *packing* them together.

z. These four sections of *made-up* beams are of equal areas:

Fig. 17.



A. 24 inches deep and 12 inches in breadth =288 inches.
B. 36 " " " 8 " " " =288 "
C. 48 " by 12 less (36×8).....=288 "
D. 60 " " 12 " (48×9)..... ....=288 "

Their relative *strength* is as 1 : 1.5 : 2.5 : 3.25, and their *stiffness* as 8 : 18 : 46 : 77.

§ 57. The great advantage of disposing the material in a beam, in such a manner that the distance from centre of compression to centre of extension shall be as great as practicable, is apparent from what has been said in sections 54, 55 and 56, and especially by reference to the examples **z.** and illustrations *Fig.* 17.

§ 58. It has been seen, that the parts of a beam which are near the neutral plane, are subjected to but little strain; consequently, they oppose but little resistance, and may be, to a considerable extent, removed without injury to the strength of the beam. If the parts, thus removed, could be disposed at a greater distance from the neutral plane, they would increase the strength of the beam in proportion to the squares of their distance from the neutral plane.

§ 59. In compound or made-up beams, consisting of upper and lower flanges and intermediate web, (as illustrated by C and D, *Fig.* 17), it is not necessary that the web, connecting the flanges, should be of uniform thickness throughout, or that the fibre of the material composing the web should run longitudinally of the beam. This web or filling-in, may be composed of materials placed longitudinally, transversely or diagonally, and acting as ties, struts, braces, counter-braces, etc., etc., leaving more or less of the web open, or with interstices.

A beam so constructed, is usually denominated a trussed beam, or simply a *truss*.

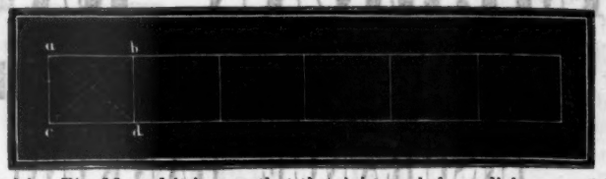
§ 60. *Timber bridges*, of any considerable span, depend for their ability to carry a load, mostly upon the strength of their longitudinal trussed beams, or deep *trusses*.

The upper flange, or longitudinal timber of a truss, is very commonly called the *upper* or *top chord*, and the lower longitudinal timber the *lower chord*.

§ 61. If the two longitudinal timbers or chords be placed parallel to each other, and at any convenient distance apart, but without intermediate connections, it is evident nothing would be gained. Nor would there be, were they simply connected by vertical ties; for in either case each would act as a single beam, and their united strength would be equal, only, to the sum of the resistances they would offer independently of each other.

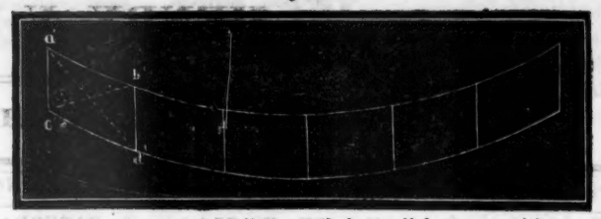
aa. The upper and lower chords of a truss, (*Fig.* 18), connected by struts at the ends, and by ties intermediate, when loaded will take the form repre-

Fig. 18.



sented by *Fig.* 19, and it is seen that the right-angled parallelogram of *Fig.*

Fig. 19.



18 have become changed to oblique-angled parallelograms, with one diagonal increased, and the other diminished, in length.

§ 62. By observing the effect of flexure upon this system, it will be manifest that to prevent any change in the figure of the rectangles, resort may be had to braces, closely fitted, to prevent the shortening of diagonals; or ties, or rods, to prevent the lengthening of other diagonals.

bb. *Fig.* 20 represents a truss supported by diagonal braces.

Fig. 20.

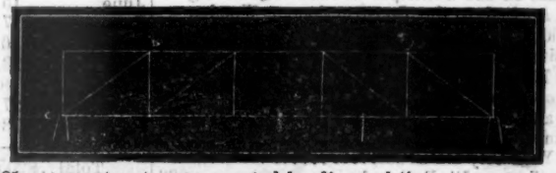


Fig. 21 represents a truss supported by diagonal ties.

Fig. 21.

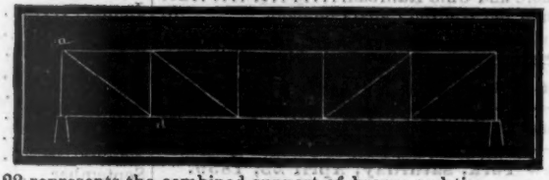
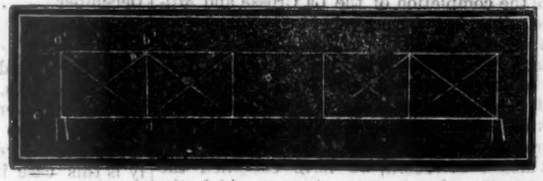


Fig. 22 represents the combined support of braces and ties.

Fig. 22.



§ 63. The vertical side frames, or trusses of a bridge, are, therefore, composed of chords, ties and braces, which are the only indispensable elements in the formation of such a structure, where weight is uniformly distributed and at rest.

Any yielding of the materials, however, by compression or extension, under the weight of a load, will cause deflection, and, on the removal of the load, a corresponding reaction will take place.

§ 64. To provide against reaction, counter-braces, or counter-ties, should be inserted while the truss is loaded; or otherwise arranged so that the counter-braces may be extended, or the counter-ties shortened,—as the case may be—until a strain shall be produced, upon all the other timbers and iron ties, as great as that which will be caused by the load in passing over the bridge.

cc. Counter-braces will occupy the position of the ties *ad* and *a'd'*, (*Fig* 21 and 22).

The counter-rods will occupy the position of the braces *bc* and *b'c'*, (*Fig.* 20 and 22).

§ 65. The well-known "*Howe Bridge*" truss, is composed of parallel upper and lower chords, vertical ties, braces and counter-braces; but is without diagonal ties or counter-rods. The counter-braces in this bridge provide, to a very limited extent, against reaction,—they being neither inserted after the truss is deflected under a load, nor provided with the means of producing the necessary strain by being lengthened.

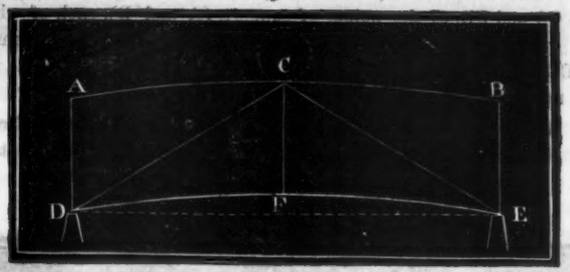
§ 66. *Rider's Patent Iron Bridge*, is arranged with the usual upper and lower parallel chords, vertical ties, braces, and counter-braces. The braces serv, also, as counter-ties, and the counter-braces as diagonal ties.

Town's Wooden Lattice Bridge, is constructed upon, nearly, the same principles, but without the vertical ties. Both of these bridges are subject to considerable deflection under a load, and to the consequent reaction when the load passes off.

The counter-braces, when needed, *do not act as such*.

dd. To illustrate the principles on which the counter-braces should act, let *Fig.* 23 represent a truss supported at D and E and without counter-

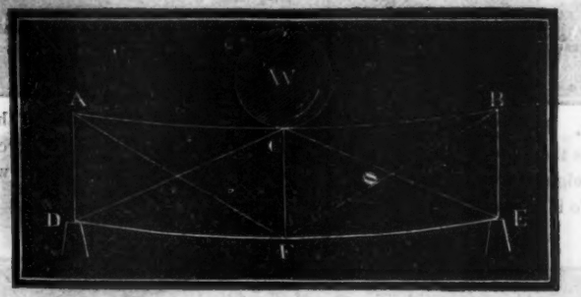
Fig. 23.



braces. AB and DE the chords, somewhat cambered. AD and BE end posts, or connecting pieces. CF a tie-rod or king post. CD and CE, braces, so closely fitted in as to produce the camber of the chords.

Now suppose a sufficient weight (W) to be applied at C, (*Fig.* 24), to pro-

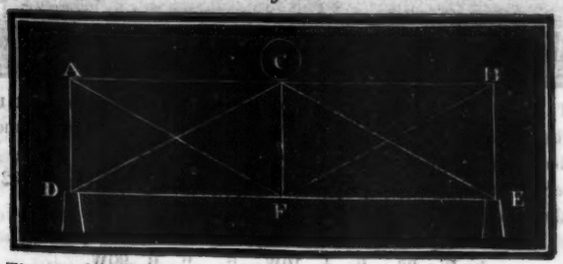
Fig. 24.



duce a deflection of the chords to, or below a straight line, compressing the braces CD and CE. Insert the counter-braces AF and BF, and remove the weight.

The truss will now rise, until the bearings upon the braces and the counter-braces are equalized; or, they become equally compressed, if of equal

Fig. 25.



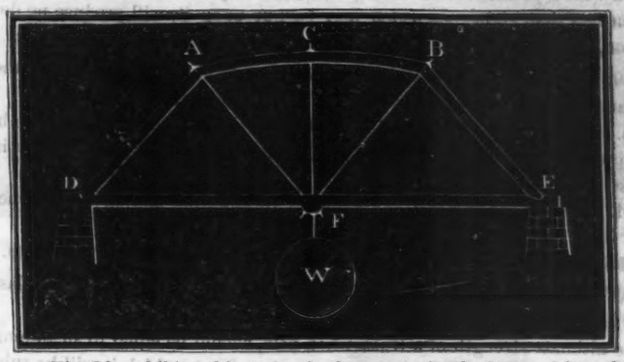
size. The truss is then represented by *Fig.* 25, upon which a weight much less than W, (*Fig.* 24), will produce no sensible deflection.

§ 67. A very simple but efficient form of bridge truss, may consist of a *lower chord*, *arched straining beam* (instead of a top chord), *braces* and *tie-rods* arranged in a manner peculiar to the combination recently patented by Mr. D. C. McCallum.

In its most simple form, this truss fully provides the necessary sustaining principles, but is without counter-braces, or other means of preventing reaction, or vertical vibration.

This great deficiency is, however, corrected in the next and each succeeding step towards the very important improvements which that gentleman has introduced by his mode of constructing wooden bridges.

Fig. 26.

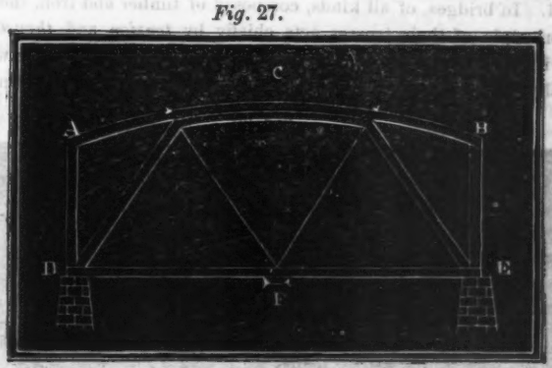


ee. *Fig.* 26 exhibits this truss, in its most simple form, with nothing but the sustaining principle. The weight (W) tends to deflect the truss, but as deflection commences the arched straining beam (AB) begins to straighten by the action of the tie CF, and the points A and B to recede from each other. The tendency is, for the point A to move upward and about D as a fulcrum, with the radius AD. The point B tends to move, in a similar manner, about the fixed point E.

The point F, at which the weight (W) is attached, is supported from the points A and B, by the tie-rods AF and BF. No deflection can occur, in this case, except that due to the actual compression of the braces and straining-beam, and to the extension of the ties.

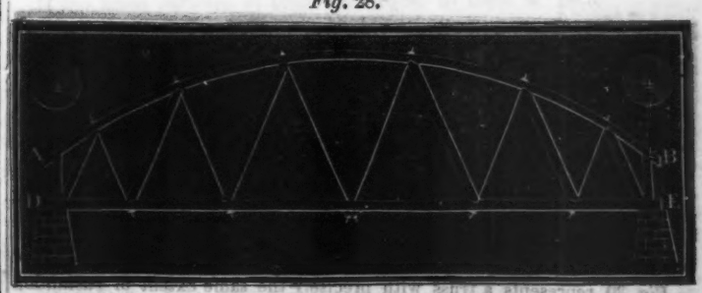
§ 68. The compression due to a given load having once taken place, and the chord (DE) having been adjusted to a straight line, by means of the ties AF and BF (*Fig.* 26), the truss will maintain its stability, to a remarkable degree, on passing a load over it, and with little reaction, or vertical vibration.

Fig. 27.



ff. *Fig.* 27 is a truss, similarly arranged to that represented by *Fig.* 26, with the addition of the timber AB *bent* over the straining-beam, and secured at the ends by the bolts and connecting pieces AD and BE, and by other tie-rods. The force required to bend this timber to its place, provided its elasticity be not injured, is so much load upon the truss, and, to that extent, supplies the want of counter-braces, and overcomes the tendency to vertical vibration.

Fig. 28.



gg. This truss (*Fig.* 28) presents another application of the principle of loading a bridge, or producing a permanent strain upon the truss, without the use of counter-braces, (*Fig.* 24 and 25). Suppose the arched top timber

(AB) to be 60 feet long 10 inches deep and 14 inches in breadth, and the force required to bend it into the form, or give it the necessary deflection, to be equal to 4 tons applied at A and 4 tons at B; then the truss will be loaded with a permanent strain of 8 tons by that means, and any additional weight less than eight tons which may be put upon it, will produce no deflection, and no more strain, except at the bearings D and E.

§ 69. In the arrangement of the materials composing a bridge truss, the attainment of the following results is of great importance:

1st. *A sufficiency of material*, contributing to the sustaining principle in due proportion to the load to be supported, not only, but considerably in excess.

2nd. *Perfect inflexibility*, or absence of all vibratory motion of the structure.

3rd. *Freedom from the necessity for frequent adjustments* of the parts.

§ 70. A large surplus of material is requisite of which the fibre and elasticity become impaired by age or use.

The ultimate strength of a truss, when new, should be equal to sustaining a load at least four or five times greater than any to which it will be subjected.

§ 71. A large surplus is requisite, of material that suffers considerable compression or extension under a load. The tendency of compression, or of extension, as the case may be, is to allow deflection; and on the load passing off, reaction, in consequence of the elasticity of the fibre.

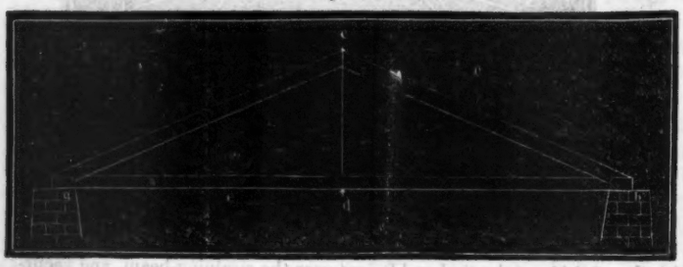
§ 72. A large surplus of material increases the relative weight of the structure, as compared with the passing load: a condition favorable to repose under the dynamic action of the load.

§ 73. The strains, to which a piece of timber may be subjected, are four; each acting in a different manner to resist a force applied:

1st. It may be pulled asunder by tension.
2nd. It may be destroyed by compression or thrust.
3rd. It may be broken by a cross strain.
4th. It may be *crushed* at a point of bearing.

§ 74. In bridges, of all kinds, composed of timber and iron, the sustaining principle of their trusses acts chiefly by *tension* and *thrust*. When there is a sufficiency of material to counteract these forces, those which act laterally, to crush or break across, will generally be provided against.

Fig. 29.



hh. *Fig.* 29 represents what is commonly known as the "A" truss. The weight (W) being laid upon any point of the tie, or chord (*ab*), between the abutments, (as at *e*), will produce a tendency to compression on the braces (*ac* and *bc*),—to extension on the chord, (*ab*),—to break across (at *e*), and to crush the ends of the chord (at *a* and *b*).

Fig. 30.

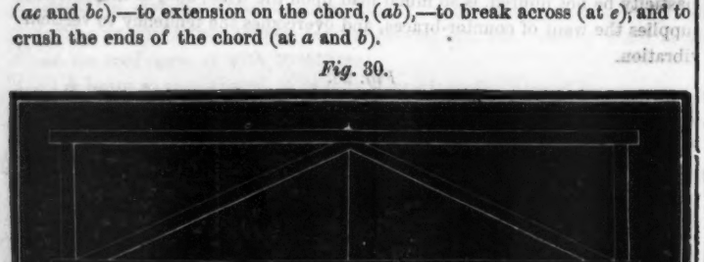
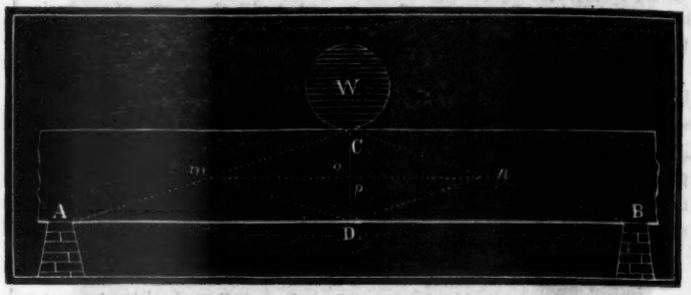


Fig. 30 represents a truss with precisely the same extent of sustaining principle, as in the last case, but with the addition of a top chord and end posts, adding somewhat to the stability of the truss, by increasing its weight, (§ 72).

§ 75. When a weight is applied at the middle of a horizontal beam, the vertical force, produced thereby, is constant at every point, and equal to one-half the weight.

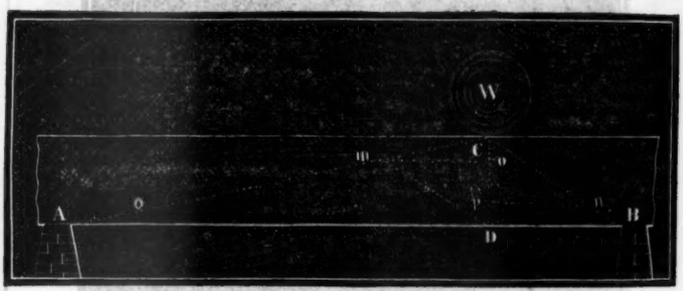
Fig. 31.



ii. This figure represents a beam with a weight (W) at the middle. This weight is resolved into two equal forces, (§ 10), which are transmitted along the lines CA and CB, to the points of support, (A and B), each of which sustains, vertically, one-half the weight. *CmDn* is the parallelogram of forces; CD representing the vertical force of W, *om*, *on*, the horizontal, and *Cm*, *Cn*, the oblique forces.

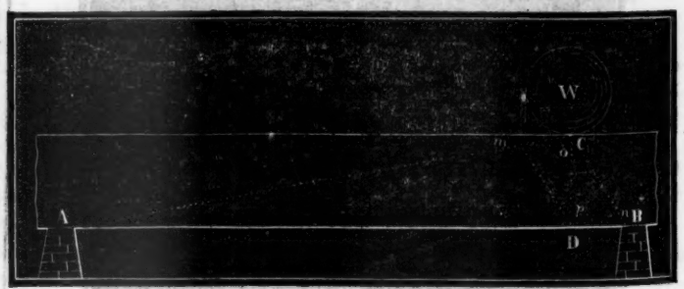
§ 76. When the weight is not applied in the middle, the vertical forces, on each side will be constant, and equal to the pressures on the points of support.

Fig. 32.



kk. *Fig.* 32 represents a beam with the weight (W) applied at three-fourths the distance from A to B. CD represents the total vertical force of the weight (W), *Cp* is the portion of the same transmitted to B, while *p*D=*Co* is transmitted to A.

Fig. 33.



ll. This figure illustrates a case where the weight is placed at nine-tenths the distance from A to B. *Co* is the vertical pressure at A, and *Cp* the vertical pressure at B.

The vertical pressures in the three cases represented by *Fig.* 31, 32 and 33 will then be, in *Fig.* 31, upon A, .50W, and upon B, .50W;
in *Fig.* 32, " A, .25W, " " B, .75W;
in *Fig.* 33, " A, .10W, " " B, .90W.

§ 77. If the weight be applied perpendicularly over either point of support of a beam, the vertical pressure at that point will be a *maximum*—that is, it will be equal to the whole weight—while, at the other point of support, the vertical pressure will be a *minimum*, or nothing: therefore, the vertical pressures, upon the points of support of a beam, are *inversely as the distances* of the weight from those points of support.

§ 78. The horizontal strain, with the weight upon the middle of a beam, will be to the same strain when the weight is applied at any other point, as

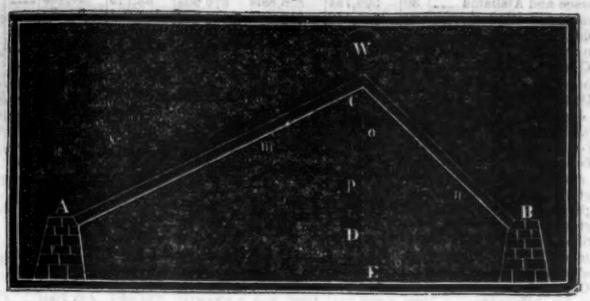
the *square of half the length* of the beam, to the *rectangle of the two segments*, (§ 27).

In *Fig.* 31, 32 and 33, the horizontal strain in the direction DA is represented by *om*, and in the opposite direction (DB) by *pn*.

These two horizontal strains, in all cases, are equal, and *either of them will represent the whole horizontal strain.*

That this principle may be fully comprehended, *Fig.* 34 and 35 are introduced to illustrate it.

Fig. 34.



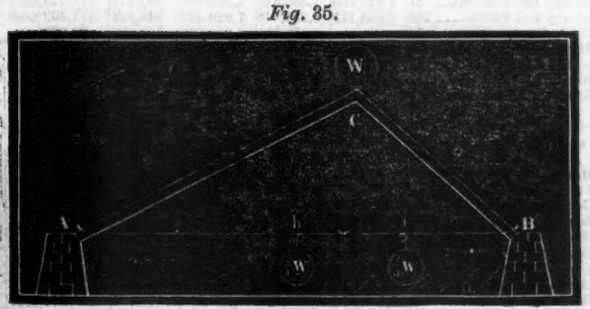
mm. *Fig.* 34 represents two rafters or braces, (AC and BC), supported by two walls (A and B) without any connecting tie, and with a weight (W) applied at C. With any convenient scale, and upon the vertical line CE lay off a distance CD, to represent the number of pounds of the weight (W).

Then C*m*, on the same scale, will be the number of pounds of thrust upon A, in the direction CA, and C*n* will be the thrust upon B, in the direction CB. C*o* will be the number of pounds acting vertically at A, and C*p* the number of pounds of vertical pressure at B,—neglecting in all cases the weight of the rafters.

In like manner *mo* measures the number of pounds of horizontal thrust at A, and *pn* is the horizontal thrust, in the opposite direction, at B. From the construction of the diagrams, it is evident that the two opposite horizontal strains are equal.

In this figure *mo* is equal to ½CD, and the horizontal strain at A is, therefore, ½W.

Fig. 35.



Again, *Fig.* 35 represents the same pair of rafters with the same weight at C. It is obvious that the horizontal thrust against A, may be effectually counteracted by means of a cord attached to the foot of the rafter at A, and, passing over the pulley at *i* with a weight (⅔W) suspended. The horizontal thrust at B, may likewise be neutralized by a cord attached at B, and the weight (⅔W) suspended over the pulley *h*.

The horizontal thrusts are now sustained by the two cords; that toward A, by the cord A*i*, and the other, toward B, by the cord B*h*. The strain is alike upon the cords and on each equal to ⅔W.

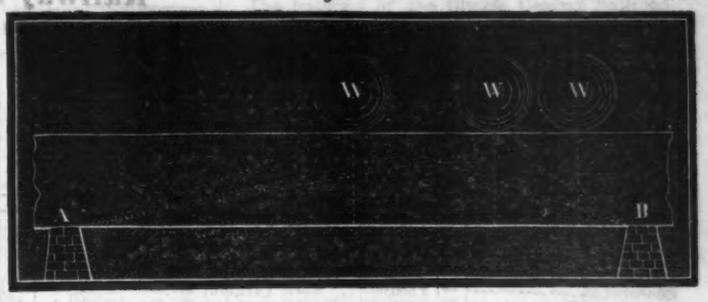
Now knot the two cords together, between *h* and *i*, remove the weights suspended over the pulleys, and the strain upon the cords remains the same as before, equal ⅔W, or to *om*, *Fig.* 34.

nn. If the lengths of each beam, (*Fig.* 31, 32 and 33), be divided into ten equal parts, then the horizontal strains will be, respectively, as 25, 18½ and 9; that is, as 5×5 : 7½×2½ and 9×1. Again, if the depth CD be ⅛ the length, then the horizontal strain will be in *Fig.* 31, $1\frac{1}{4}W = om$;

in *Fig.* 32, $25 : 18\frac{1}{2} :: 1\frac{1}{4}W : \frac{56\frac{1}{4}W}{50} = om$;

in *Fig.* 33, $25 : 9 :: 1\frac{1}{4}W : \frac{27\,W}{50} = om$.

Fig. 36.



oo. *Fig.* 36 is a beam of the same proportions as those represented by *Fig.* 31, 32 and 33, with three equal weights upon the different points of the same beam, to wit: one weight at the middle, one weight at one fourth the length of the beam from B, and one weight at one-tenth the distance from B.

The sum of the vertical forces will be, at A, .50W+.25W+.10W=.85W, and at B, .50W+.75W+.90W=2.15W.

The sum of the horizontal forces will be, $1.5W+\frac{56\frac{1}{4}}{50}W+\frac{27}{50}W=3.165W$.

(To be continued.)

Michigan Southern Railroad Company's Annual Report for 1858.

Capital stock—Common		$6,081,800 00
Guarantied		2,893,600 00
		$8,975,400 00
Funded debt		9,343,000 00
Floating debt, Nov., 1857	$2,314,000	
" " Jan'y 1, 1858	1,935,000	
" " March 1, 1859		1,211,000 07
Earnings in 1858:—		
From passengers, mails and express	$997,573 27	
Freight and storage	872,419 14	
Miscellaneous	149,432 55	
		$2,019,424 96
Expenses	$1,242,152 23	
Interest and payment to sinking fund	775,981 65	
		2,018,133 88
The net earnings, exclusive of interest, are		$777,273 19
Same in 1857		544,311 73
Net gain in 1858		$232,461 54

Comparison of 1857 *and* 1858—*Force and Pay of Men.*

Time.	No. Men.	Pay Rolls.
1857—October	3,249	$95,150 92
1858—January	1,725	52,842 01
1858—December	1,516	51,477 73
1859—February	1,506	46,402 40

	1857.	1858.
Earnings	$2,227,978	$2,019,724
Expenses	1,652,299	1,232,151
Repairs of road	423,825	315,153
Do. engines	158,793	97,443
Do. cars	147,098	69,855
Fuel	164,000	108,433
Passengers carried	534,550	402,929
Tons of freight	234,804	261,613
Passenger earnings	1,316,478	920,366
Freight do.	838,053	847,102
Per cent. expenses to earnings	74	61–61⅛

If the gross earnings of 1858 were equal to those of 1856, which were	$2,714,848
With the expenses and interest account of 1858, at	2,018,133
There would have been a net surplus of	$696,715
This would give 10 per cent. on $2,893,600 of guarantied stock	$289,340
And 6 per cent. on $6,081,800 common	364,998
	654,26
And leave a surplus of	$42,447

A clear evidence that a revival of business only is necessary to enable the company to increase dividends. As an earnest that such a revival has commenced, a reference to the schedule I annexed, shows that the gross earnings of the first half of 1858 were $932,929 46

And for the last half of 1858 were	1,082,819 97
A gain in favor of the last six months of	$147,890 51

Railway Share List,

Compiled from the latest returns—corrected every Wednesday—on a par valuation of $100.

NAME OF COMPANY.	Length of Road	Capital paid in.	Debt.	Total cost of road & equip't.	Gross Earnings for last official year.	Net Earnings for do.	Div'd paid for do	Price of Shares.
Atlantic & St. Lawrence	149	2,494,900	3,482,000	6,923 941	545,762	150,224	6	----
Androscog. & Kennebec	55	457,909	1,835,308	2,210,947	159,513	83,368	none	----
Kennebec & Portland	72	1,107,526	1,763,738	2,871,264	213,255	----	none	----
Portl., Saco, & Portsm'th	51	1,396,400	----	1,359,373	258 717	120,909	6	90
Boston, Conc. & Mt'real	93	4,000,00	1,104,586	2,848,977	329,767	174,025	----	16
Cheshire	54	4,086,528	899,313	3,179,687	355,629	113,077	----	6
Concord	35	1,500,000	8,242	1,412,576	317,050	125,664	6	52½
Northern, N. H.	82	3,068,400	406,286	3,068,400	365,880	105,996	4	47¾
Conn't & Passumps. Riv.	90	1,000,000	800,000	1,784,146	177,588	73,401	none	----
Rutland & Burlington	117	2,233,376	4,158,765	4,584,008	332,215	41,688	none	----
Vermont and Canada	47	1,350,000	---- --	1,380,695	Leas'dto	Vt Cent	none	30
Vermont Central	122	5,000,000	5,276,299	8,402,055	705,838	127,389	----	----
Boston and Lowell	28	1,830,000	438,920	2,412,251	435,863	171,332	6	95
Boston and Maine	74	4,076,974	----------	4,229,231	770,802	305,502	6	102
Boston and Providence	43	3,160,000	239,720	3,534,458	584,176	245,194	6	97
Boston and Worcester	44	4,500,000	599,974	4,843,779	1,019,149	388,513	6	96⅜
Cape Cod	47	681,690	291,007	1,031,625	122,960	39,899	----	49¼
Connecticut River	50	1,591,110	275,772	1,801,244	267,710	65,096	3	69½
Eastern, Mass.	60	2,583,400	2,441,373	5,082,607	616,156	272,479	----	51¾
Fitchburg	67	3,540,000	100,000	3,872,821	668,974	250,833	6	96⅜
N. Bedford and Taunton	21	500,000	none	541,586	168,925	27,827	6	----
Old Col'y and Fall River	77	3,015,100	260,100	3,362,949	683,357	305,140	6	103
Vermont and Mass.	69	2,232,541	1,019,148	3,241,975	240,133	52,267	none	12
Western, Mass.	155	5,150,000	5,839,080	10,495,905	2,117,982	889,763	8	105
Worcester and Nashua	46	1,141,000	205,565	1,351,271	216,888	82,720	4	46
Prov'nce and Worcester	43	1,510,020	300,000	1,781,048	344,773	155,044	7	87
Hartford and N. Haven	72	2,350,000	944,000	3,329,602	769,065	340,835	10	120¼
Hart'd, Prov. and Fishkill	122	1,936,246	2,182,692	4,205,986	273,428	112,325	none	----
Housatonic	74	2,000,000	423,685	2,438,847	318,475	109,344	none	----
Naugatuck	57	1,031,800	524,244	1,580,723	237,416	114,237	----	----
N. York and N. Haven	62	2,980,836	2,323,240	5,258,232	1,157,055	254,569	3	45
N. Haven and N. London	50	738,258	761,462	1,450,318	88,007	30,818	none	----
N. London, W. & Palmer	66	510,700	1,052,000	1,603,230	120,571	51,544	none	----
Norwich and Worcester	66	2,122,300	724,183	2,598,671	265,417	44,547	----	31
Albany Northern	32	439,005	1,625,098	1,840,695	117,716	9,904	----	----
Black River and Utica	35	643,330	317,359	974,328	In progr.	----------	----	----
Buffalo, Corn. and N. Y.	100	1,487,874	1,501,183	2,819,096	172,476	66,333	none	----
Buffalo and N. Y. City	92	798,439	2,537,849	3,401,868	288,392	31,896	none	----
Buffalo and St. Line	69	1,300,000	1,040,000	2,494,364	679,750	355,763	10	----
Canandaigua and Elmira	47	434,111	922,393	1,275,796	174,089	69,606	----	----
Canandaigua & Niagara F's	98	1,315,000	2,279,854	3,495,832	----------	----------	----	----
Cayuga & Susquehanna	35	687,000	506,689	1,187,562	135,433	48,649	none	----
Hudson River	144	3,758,466	9,250,362	12,737,898	1,902,828	688,880	none	33
Long Island	95	3,000,000	647,193	2,555,986	325,218	56,186	none	10¾
New York Central	556	24,182,400	14,492,635	30,732,618	6,525,413	3,041,120	8	74½
New York and Erie	464	11,000,000	28,081,468	34,469,324	5 742,607	1 454,032	none	9½
New York and Harlem	133	5,717,100	4,822,498	8,758,203	1,040,393	324,891	none	12½
Northern, N. Y.	118	1,633,022	4,406,874	5,470,714	520,153	135,754	none	1
Oswego and Syracuse	35	306,130	213,025	752,030	149,373	78,754	8	----
Pottsdam and Watertown	29	467,200	294,189	749,683	In progr.	----------	none	----
Rensselaer & Saratoga	25	610,000	140,000	896,423	241,149	82,600	7	----
Saratoga and Whitehall	48	500,000	395,600	----------	71,909	21,089	none	----
Saratoga & Bingham'n	80	768,369	1,578,804	2,272,777	159,484	22,503	none	----
Troy and Boston	27	437,830	737,079	1,109,822	156,363	55,184	----	----
Watertown and Rome	97	1,500,000	700,979	2,200,500	440,290	162,037	3½	50
Belvidere Delaware	64	1,000,000	1,619,000	2,844,000	243,393	114,633	none	----
Camden and Amboy	94	3,000,000	11,407,200	8,794,096	1,640,787	594,114	12	120
Camden and Atlantic	60	3,485,000	1,550,854	1,738,171	117,889	45,542	none	----
New Jersey	30	3,485,000	788,844	3,660,017	911,617	534,951	10	136
New Jersey Central	63	2,000,000	3,592,828	5,621,329	682,940	357,193	----	----
Morris and Essex	53	1,157,805	340,000	1,684,127	237,765	101,542	3½	----
Allegheny Valley	44	1,537,900	609,046	1,700,000	85,000	45,000	----	----
Cata w., Wil. & Erie	63	1,700,000	1,940,000	3,640,000	219,253	52,450	----	----
Cumberland Valley	52	1,013,900	213,509	1,226,675	156,463	77 92	----	----
Del. Lack. & Western	170	3,292,772	6,194,551	8,013,761	815,768	41 ,139	6	46
Erie and North East	20	600,000	150,000	750,000	----------	----------	10	----
Philad. & Sunbury	33	600,000	1,200,000	1,348,812	89,535	53,335	----	----
Little Schuylkill	28	2,606,100	546,222	3,407,651	353,301	255,930	9	----
North Penn.	56	3,951,865	2,820,165	5 106,342	248,784	136,597	----	9¼
Pennsylvania	256	13,206,625	15,690,524	27,266,982	4,855,670	1,854,927	6	88½
Phil. and Reading	96	11,375,541	9,423,506	19,263,720	5,066,622	1,583,776	10	51
Phil. Wil. and Baltimore	98	5,000,000	2,673,450	8,568,369	1,143,858	378,876	4	38½
Phil. Germ. & Norrist'n	38	899,350	376,800	1,274,150	206,981	113,443	9	----
Pittsb. and Connellsville	69	1,748,052	1,613,403	2,285,606	45,587	4,318	----	----
Pittsb'g & Steubenville	32	1,221,277	280,000	914,695	In progr.	142,626	----	----
Sunbury and Erie	269	3,676,030	875,293	3,238,293	105,860	40,500	----	----
Williamsport and Elmira	78	1,500 000	1,990,000	3,464,454	274,554	157,458	----	9¼
Baltimore and Ohio	382	13,118,902	10,986,804	24,802,845	5,856,486	1,325,257	----	58½
Washington Branch	41	1,656,000	25,000	1,650,000	369,229	124,981	6	----
Northern Central, Md.	84	2,260,000	5,461,319	7,238,540	731,688	283,284	----	----
North-Western Va.	165	468,305	5,719,229	5,322,150	284,004	000,000	----	----
Alexandria and Lynchburg	97	1,467,000	1,006,484	2,028,066	275,791	138,842	----	----
South Side	123	1,371,800	2,136,274	3,363,060	375,297	183,345	none	----
Virginia Central	175	3,122,968	1,833,170	5 334,260	585,832	295,776	none	----
Virginia and Tennessee	204	3,503,200	3,261,955	6,765,155	468,191	223,240	----	----
Richmond and Danville	140	1,977,399	328,407	3,487,655	461,918	255,336	----	----
Richmond & Petersb'g	22	834,600	230,866	1,205,412	156,905	85,180	6	----
Rich'd, Fred. & Potom'c	130	1,000,000	730,506	1,708,169	232,172	120,212	7	----
Petersburg and Roanoke	63	769,000	158,502	1,009,115	263,874	123,661	4	----
North Carolina	228	4,000,000	----------	4,235,000	Recently	opened.	----	----
Wilmington & Weldon	162	1,340,213	890,000	1,340,213	446,553	225,442	7	----
Wilm'ton & Manchester	171	1,123,888	1,215,909	2,379,168	462,578	240,938	none	----
Raleigh and Gaston	97	978,300	126,200	1,240,241	206,917	108,541	2½	----
Charlotte and S. Carol.	109	1,201,000	380,000	1,719,045	240,722	121,555	6	----
Greenv'l & Columbia	165	1,293,464	968,800	1,999,080	214,866	206,774	----	----
North-Eastern	102	886,650	1,819,990	1,907,278	99,404	38,272	----	----
South Carolina	203	4,179,205	3,318,525	7,588,037	1,449,803	740,535	9	----
Atlanta and La Grange	87	1,000,000	199,000	1,171,707	317,770	191,892	8	----
Georgia	211	4,166,000	476,896	4,174,491	1,036,572	326,171	7½	----
Georgia Central	191	3,725,910	191,767	3,750,000	1,122,648	582,310	10	----
Macon and Western	102	1,438,500	96,000	1,500,000	299,261	138 937	6	91
Montgomery & W Point	...	1,414,520	915,800	2,444,723	390,894	176,171	----	----

NAME OF COMPANY.	Length of Road	Capital paid in.	Debt.	Total cost of road & equip't.	Gross Earnings for last official year.	Net Earnings for do.	Dividend for do.	Price of Share.
Brunswick and Florida, Ga.	30	151,887	463,648	538,649	In progr.	----------	----	----
South Western	143	1,399,100	441,292	2,289,323	365,214	208,771	9	----
Tennessee and Alabama	30	399,754	626,889	679,906	53,775	29,405	----	----
Tennessee and Missis.	64	757,540	611,812	1,151 152	161,001	99,588	----	----
Memphis and Charlest'n	287	2,228,177	3,496,288	5,572,470	642 022	334,504	----	----
Mobile and Ohio	305	6,784,839	2,066,459	10 701,428	554,382	278,428	----	----
Miss. Central	89	1,575,474	926,796	2,503,098	115,679	----------	----	----
Southern (Miss.)	82	1,000,000	1,400,000	2,400,000	264,255	150,789	----	----
N.O., Opelousas & G.W.	80	2,800,000	750,000	3,877,525	284,178	127,450	----	----
N. O., Jackson & G. N.	206	4,035 000	1,515,610	7,142,563	189,003	----------	----	----
Vicksb., Shrevep. & Tex.	21	883,766	108 285	992,051	In progr.	----------	----	none
East Tennessee and Ga.	111	1,192,974	1,738,669	2,703,428	227,363	104,992	----	----
East Tennessee and Va.	130	626,075	1,728,664	3,203,188	61,344	39,062	----	----
Nash. and Chattanooga	159	2,263,905	1,632,799	3,896,703	641,552	219,264	----	----
Covington & Lexington	98	1,384,850	3,065,917	4,091,604	426,408	220,906	----	----
Lexington and Frankfort	29	430,055	156,899	658,255	95,807	45,713	6	----
Lexington and Danville	13	694,444	71,000	765,500	In progr.	----------	----	----
Louisville and Frankfort	65	741,089	625,216	1,502,095	245,760	109,059	6	----
Atlantic & Gt. Western	...	866,939	77,494	613,231	In progr.	----------	----	----
Bellefontaine and Ind.	118	1,874,395	1,315,237	2,998,392	348,552	120,836	none	----
Clev., Col., and Cincin.	141	4,746,240	90,400	4,752,320	1,149,741	514,740	9	97¼
Cleveland and Toledo	200	3,333,712	4,225,558	7,193,016	930,282	433,790	----	25½
Clev. and Mahoning	65	----------	----------	1,920,953	In progr.	----------	----	----
Clev. and Pittsburg	133	2,780,744	3,043,992	5,537,466	581,877	309,518	----	8
Clev., P. & Ashtabula	95	3,000 000	1,495,548	4,040,978	1,251,538	581,454	15	----
Cin., Hamil'n & Dayton	60	2,155,800	1,526,092	3,130,315	487,421	260,763	----	53
Cin., Wilm. & Zanesv'e	131	2,421,176	3,782,040	5,696,210	223,506	30,288	----	----
Columbus and Xenia	55	1,490,450	149,000	1,582,475	403,212	181,688	10	----
Dayton, Xen., & Belpre	63	437,838	422,658	860,496	In progr.	----------	----	----
Dayton and Michigan	140	1,076,602	393,011	1,185,826	In progr.	----------	----	----
Dayton and Western	35	310,000	700,481	1,035,173	125,940	66,253	----	----
Eaton and Hamilton	42	469,763	832,669	1,176,168	140,936	50,008	----	----
Little Miami	65	2,981,282	1,266,000	3,925,157	775,442	290,123	10	88
Sandusky, Dayton & Cincin.	171	2,697,090	3,388,000	6,065 090	682,614	----------	----	----
Central Ohio	138	1,627,907	6,226,650	6,496,822	570,092	164 697	none	----
Pittsb., Ft. Wayne & Chicago	423	6,247,040	9,822,550	14,279,704	1,546,359	577,787	----	10
Pittsb'g, Mayav'e & Cin.	50	371,350	31,000	390,933	In progr.	----------	----	----
Sand'y, Mansf. & New'k	127	1,350,000	2,206,357	3,552,357	328,958	164,479	none	----
Scioto & Hocking Valley	56	403,975	509,050	888,858	In progr.	----------	----	----
Springf., Mt. Vernon & P.	113	1,000,000	950,000	2,194,000	In progr.	----------	----	----
Tol., Wabash & St. Louis	242	2,965,100	7,577,500	10,542,600	Recently	opened.	----	----
Cin., Log., and Chicago	255	4,196,679	1,006,125	2,080,433	In progr.	----------	----	----
Evansv'e & Crawfordav.	109	986 061	1,270,872	2,168,713	249,868	124,140	----	----
Ind. and Cincinnati	88	1,686,809	1,564,584	3,029,989	491,743	245,622	7	----
Indiana Central	66	612,350	1,261,179	1,909,911	368,189	204,685	----	----
Ind., Clev. & Pittsburg	83	835,791	1,07 .694	1.826,425	253, 19	85,248	none	----
Jeffersonville	78	1,014,252	694,000	1 839,576	222,737	94,318	none	----
Madison and Indianapolis	87	1.647,700	1,336,816	2,984,516	260,214	118,628	none	----
New Albany and Salem	288	2,535,121	5,281,848	7,029,494	645,827	371,402	none	----
Peru and Indianapolis	73	----------	858.314	2,000,000	150,000	90,000	none	----
Terre Haute and Ind.	73	1,361,450	250,125	1,585,809	481,272	206,079	10	----
Chicago and Rock Isl'd	182	5,248,000	1,734,318	6,628,272	1,886,196	850,039	----	67
Chicago, Burl. and Quincy	210	4 631,540	3,852,970	8 042 426	1,505,167	810,767	----	48
Chic., St. Paul & F'd du Lac	178	2,300,000	1,325,000	3,625,000	In progr.	----------	----	10
Galena and Chicago	259	6,023,800	3,899,015	9,395,455	2,315,788	1,192,042	8	66⅝
Illinois Central	704	6,556,435	20,315,962	25,437,669	5 293,965	585,972	----	64¾
Peoria and Oquawka	181	1,569,889	2,200,000	5,400,000	In progr.	----------	----	----
Ohio & Miss. (Wst. Div.)	147	1.780,295	3,292,408	4,870,586	Recently	opened.	----	----
Terre Haute, Alt. & St. Louis	208	3,011,150	5,925 927	8,726,764	823,767	247,757	----	----
Detroit and Milwaukee	185	838,000	1,128,964	1,966,969	Recently	opened.	----	----
Mich. Central	282	6,057,840	8,366,639	12,847,238	2,248,758	764 935	8	51¼
Mich. South'n & N. Ind.	475	8,876,400	10,459,68	19,336,084	2,309,487	544,311	----	13
Green Bay, Mi. & Ch.	40	1,000,000	780,000	1,780,000	----------	----------	----	5
Milwaukee and Miss.	235	3,440,673	4,610,583	8,051,255	882,818	372,691	----	6
Milwaukee & Watert'n	72	354,861	132,000	514,238	In progr.	----------	----	----
Mi waukee and Horicon	42	1,101,200	----------	919,757	60,066	----------	----	----
Milwaukee & La Crosse	200	7,663,974	8,316,734	15,980 708	407,197	203,264	----	¾
Racine and Miss.	86	1,586,405	498,479	2,681,086	192.459	118,467	----	----
Hannibal & St. Josephs	131	1,664,773	6,868,000	8,533,229	In progr.	----------	----	----
North Missouri	107	2,612,100	3,600,000	4,346,229	160.864	----------	----	----
Pacific	163	3,319,838	8,307,720	10,486,394	669,347	313,207	----	----
St. Louis and Iron Mt.	85	1,847,358	547,419	5,042,660	Recently	opened.	----	----
Panama	49	3,743,000	----------	6,564,852	1,305,819	845,183	12	120

U. S. GOVERNMENT SECURITIES

	OFF'D. Per ct.	ASKED Per ct.		OFF'D. Per ct.	ASKED. Per ct.
Loan, 6 per ct. ....1862...	105	105½	Loan, 6 per ct. ....1868...	109	109½
Do. 6 do. ....1867...	109½	110	Do. 5 do. ....1865...	102	102¼
Do. 6 do. ....1868...	109¼	110	Do. 5 do. ....1874...	104	104¼

STATE SECURITIES.

Maine, 6 per ct. ....1860...	101¼	103	Indiana, Can. Loan 6 per ct. ...		----
Massachusetts, 5 per ct. 1859...	100	100¼	Do. do. pref. 5 do. ...	7¼	----
New York, 6 per ct. 1860-62...	100½	103	Kentucky, 6 per ct. cp. 1869-72..	104	105
Do. 6 do. 1864-65...	102	105	Louisiana, 6 do. cp, long...	96	97
Do. 6 do. 1866-67...	104	107	Maryland, 6 do. cp. 1870-90..	105	106¼
Do. 6 do. 1872-75...	111	113	Do. 5 do. cp. ...	----	91¼
Do. 5¼ do. 1860-61...	100	101	Missouri, 6 do. cp... 1872...	88	88¼
Do. 5¼ do. ...1865...	101	103¼	N. Carolina, 6 do. cp... 1873...	99	99½
Do. 5 do. 1859-60...	100	102	Ohio, 6 do. ....1860...	101½	102
Do. 5 do. 1866-74...	101	103½	Do. 6 do. ....1870...	106¾	107¼
Do. 4½ do. 1858-59-64.	90	100	Do. 6 do. ....1875...	107	109
Alabama, 5 do. coup. ...	85	90	Do. 6 do. ....1886...	107¼	108
California, 7 do. coup. 1877..	81	83	Do. 5 do. ....865...	95¼	100
Georgia, 6 do. do. ...1872..	100	101	Penna., 5 do. ...	93½	93¾
Florida Int. Imp. 7 p. ct, 1891	----	85	Do. 5 do. cp ...1860...	95½	96
Illinois Int. Imp. 6 per ct. 1847..	104¼	105	Tennes. 5 do. cp. ...	80	----
Indiana 5 do. ...	90	91	Do. 6 do. cp. ...	93	93¼
Do 2½ do. ...	60	62	Virginia 6 do. cp ...1886...	98	98¼
Iowa, 1868, January, July...	100	110			

Railroad Bonds.

NAMES OF COMPANIES. (*The following quotations are ex-interest.*)	Amount of Loan.	Description of Bonds.	Rate Int.	Interest payable.	Where payable.	Due.	Offered.	Asked.
Alabama and Tennessee River	$838,000	1st mortgage, convertible	7	1st Jan. 1st July	N.Y.	1872	----	80
Buffalo and State Line	500,000	Do. inconvertible	7	April, October.	"	1866	90	96
Bellefontaine and Indiana	600,000	Do. convertible	7	Jan'y, July	"	1866	----	75
Do. do.	200,000	Real estate, convertible	7	Jan'y, July	"	1858	----	----
Do. do.	200,000	Income, guar. Cl. Col. & Cin.	7	Feb'y, August.	"	1859	----	----
Central Ohio	1,250,000	1st mort. conv. east. sec.	7	Divers	"	1861-64	60	70
Do.	800,000	2d do. inconvertible	7	March, Sept.	"	1865	40	42
Cincinnati, Hamilton, and Dayton	500,000	1st mortgage inconvertible	7	20. Jan. 20. July	"	1867	90	92½
Do. do. do.	465,000	2d do. do.	7	May, Novemb.	"	1880	79	79½
Cincinnat and Marietta	2,500,000	1st mortgage, conv. till 1862	7	Jan'y, July	"	1868	----	----
Cincinnati, Wilmington, and Zanesville	1,300,000	Do. convertible	7	May, Novemb.	"	1862	----	----
Cleveland, Painesville, and Ashtabula	567,000	Do. inconvertible	7	Feb'y, August.	"	1861	98	100
Cleveland and Pittsburgh	800,000	Do. convertible	7	Feb'y, August.	"	1860	67½	75
Do. do.	1,200,000	Do. on Branches	7	March, Sept.	"	1873	60	67
Cleveland and Toledo	525,000	Do. inconvertible	7	Feb'y, August.	"	1863	75	80
Chicago and Mississippi	800,000	Do. conv. till 1857	7	April, October.	"	1862-72	30	50
Do. do.	1,200,000	Do. inconvertible	7	April, October.	"	1862-72	30	50
Covington and Lexington	400,000	Do. do.	6	April, October.	"	1867	60	65
Do. do.	1,000,000	2d mortgage, convertible	7	March, Sept.	"	1883	47	55
Delaware, Lackawanna, and Western	1,500,000	1st mortgage, do.	7	April, October.	"	1875	89½	91
Florida Freeland	1,500 000	Do. not convertible.	7	March, Sept.	"	1891	77	78
Fort Wayne and Chicago	1,250,000	Do. conv. till 1863	7	Jan'y, July	"	1873	----	72½
Galena and Chicago	2,000,000	Do. inconvertible	7	Feb'y, August.	"	1863	92	94
Do. do.	2,000,000	2d mortgage, do.	7	May, Novemb.	"	1875	90½	91½
Great Western (Illinois)	1,000,000	1st mortgage, do.	10	April, October.	"	1868	----	----
Green Bay, Milwaukee, and Chicago	400,000	Do. convertible	8	10. April, 10. Oc.	"	1863	87½	93
Jeffersonville	300,000	Do. 2d sec. inconv.	7	April, October.	"	1873	----	----
Indiana Central	600,000	Do. convertible	7	May, Novemb.	"	1866	----	85
Indianapolis and Bellefontaine	450,000	Do. do.	7	Jan'y, July	"	1860-61	70	80
Indianap. & Cin'ti (for Lawb. & U. M.)	500,000	Do. conv. till 1857	7	March, Sept.	"	1866	83	87
La Grosse and Milwaukee	950,000	1st mort. 1st sec. conv. till 1864	8	May, Novemb.	"	1874	75	85
Lake Erie, Wabash, and St. Louis	3,400,000	1st mortgage, conv. till 1859	7	Feb'y, August.	"	1865	71	72
Little Miami	1,500,000	Do. inconvert.	6	2. May, 2. Nov.	"	1883	83	86
Michigan Central	1,000,000	No mortgage, convertible	8	April, October.	Bost.	1860	95	97
Do.	600,000	Do. do.	8	March, Sept.	"	1869	92	93
Milwaukee and Mississippi	600,000	1st mort. 1st sec. conv. till 1857	8	Jan'y, July	N.Y.	1862	----	80
Do. do.	650,000	Do. 2d do. 1858	8	April, October.	"	1863	----	77½
Do. do.	1,250,000	Do. 3d do. 1860	8	June, Decemb.	"	1877	67	72½
New Albany and Salem	500,000	Do. 1st section	10	April, October.	"	1858-62	----	----
Do. do.	2,325,000	Do. oth. sec. con. till 1858	8	May, Novemb.	"	1864-75	----	90
Northern Cross	1,200,000	1st mortgage, convertible	8	Jan'y, July	"	1873	----	75
Ohio and Indiana	1,000,000	Do. do.	7	Feb'y, August.	"	1867	----	80
Ohio and Pennsylvania	1,750,000	Do. do.	7	Jan'y, July	"	1865-66	69	70
Do. do	2,000,300	Income, convertible	7	April, October.	"	1872	55	56
Pennsylvania (Central)	5,000,000	1st mortgage, conv. till 1860	6	Jan'y, July	Phila.	1880	100¾	101⅛
Racine and Mississippi	680,000	Do. conv., sink'g f'd	8	Feb'y, August.	N.Y.	1875	----	75
Scioto and Hocking Valley	300,000	Do. 1st sec. conv	7	May, Novemb.	"	1861	----	----
Steubonville and Indiana	1,500,000	Do. convertible	7	Jan'y, July	"	1865	----	----
Terre Haute and Indianapolis	600,000	Do. do.	7	March, Sept.	"	1866	----	----
Terre Haute and Alton	1,000,000	Do. do.	7	Feb'y, August.	"	1862-7-72	68	72

NAMES OF COMPANIES. (*The following quotations include the accrued interest.*)	Amount of Loan.	Description of Bonds.	Rate Int.	Interest payable.	Where payable.	Due.	Offered.	Asked
Baltimore and Ohio	1,128,500	Mortgage	6	Jan'y, July	Balt.	1875	85½	86½
Chicago and Rock Island	2,000,000	1st mortgage, conv. till 1858	7	10. Jan. 10. July	N.Y.	1870	94	96
Erie Railroad	3,000,000	1st mortgage	7	May. Novemb.	"	1867	96	97
Do.	4,000,000	2d mortgage convertible	7	March, Sept.	"	1859	83	84
Do.	6.000,000	3d mortgage	7	March, Sept.	"	1883	72½	73
Do.	6,000,000	4th mortgage not convertible	7	April, October	"	1880	56	57
Do.	4,000,000	Not conv. Sink Fund, $420,000	7	Feb'y, August.	"	1875	31	33
Do.	4,351,000	Convertible Inscription	7	Feb'y, August.	"	1871	30	31
Do.	3,500,000	Convertible	7	Jan'y, July	"	1862	30	32
Hudson River	4,000,000	1st mortgage, Inscription	7	Feb'y, August.	"	1869-70	102	102¾
Do.	2,000,000	2d do. do.	7	16. June, 16. Dec	"	1860	94	94¾
Do.	3,000,000	3d do. convertible	7	May, Novemb.	"	1870	76¾	77½
Illinois Central	17,000,000	Mortgage, inconvertible	7	April. October	"	1870	90½	91
Do. (Free Land)	3,000,000	M'ge 345,000 acrs-priv. 7 shar's	7	March, Sept.	"	1860	91	91½
Michigan Southern	1,000,000	1st mortgage, inconvertible	7	May, Novemb.	"	1860	84	88
New York and Harlem	1,000,000	Do. do.	7	May, Novemb.	"	1861-72	94¾	95
New York and New Haven	750,000	No mortgage, do.	7	June, Decemb.	"	1855'60'6	96	98
New Haven and Hartford	1,000,000	1st mortgage, do.	6	Jan'y, July	"	1873	90	94
Northern Indiana	1,000,000	Do. do.	7	Feb'y, August.	"	1861	80	83
Do. Goshen Branch	1,500,000	Do. do.	7	Feb'y, August.	"	1868	71¼	72½
New York Central	8,287,000	No mortgage, do.	6	May, Novemb.	"	1883	92½	93
Do. do.	3,000,000	No m'ge conv. from June 57-59	7	15. June, 15. Dec	"	1864	103¾	104
Panama, 1st issue	900,000	Convertible till 1856	7	Jan'y, July	"	1866	118	----
Do. 2d do	1,47[illegible],000	Do. till 1858	7	Jan'y, July	"	1866	90	91
----	1[illegible],000	Mortgage, inconvertible	6	Jan'y, July	Phila.	1860	----	----
Reading	3,000,000	Do. convertible	6	Jan'y, July	"	1870	84¾	85
Do.	3,469,000	Do. inconvertible	6	April. October.	"	1886	75	76

CITY SECURITIES.	Int'st payable.	Off'd	Ask
New York. 5 per ct. ----1858-'60		98	99
Do. 5 do. ----1870-'75	May,	93	95
Do. 6 do. ------ 1883	August, and	103½	104
Do. 5 do. ------ 1890-98	November.	92	95
Albany, 6 per ct. coup. 1871-'81 X	Feb'y, August.	98	101
Alleghany, 6 per ct. coup. ------X	Jan'y, July	50	60
Baltimore, 6 per ct. ----1879-'90	Quarterly	99	100
Boston, 5 per ct. coup. ------X	April October	100	101
Brooklyn, 6 per ct. coup. Long X	Jan'y, July	101½	102
Clev'l'd, 7 per ct. cp. W. W. 1879 X	Do. do.	100	103
Cincinnati, 6 per ct. coup. ------X	Divers	92½	95
Chicago, 6 per ct. coup. 1873-'77 X	Jan'y, July	85	87
Do. 7 per ct. coup. ----1880 X	Jan'y, July	97⅛	99⅛
Detroit, 7 per ct. cp. W. W. 1873-'78 X	Feb'y, August.	100	102
Dubuque, 8 per ct. cp. ---Long X	March, Sept.	----	100
Jersey City, 6 p.ct. cp. W. W. 1877 X	Jan'y, July	99	101
Louisville, 6 per ct. cp. ---1880-'83 X	Divers	71	72½
Memphis, 6 per ct. coup. ---1882 X	Jan'y July	4	67

CITY SECURITIES.	Int'st payable.	Off'd	Ask'd
Milwaukee, 7 per ct coup. ------ X	Divers	45	70
New Orleans, 6 per ct. cp. R.R. X	Do.	75	80
N. Orleans, 6 per ct. cp. municip. X	Jan'y, July	85	90
Philadelphia 6 per ct ---1876-'98	Jan'y, July	98¾	99
Pittsburgh, 6 per ct. coup. ------ X	Divers	45	50
Quincy, 8 per ct. coup. ----1868 X	Jan'y, July	67	75
Racine, 7 per ct. coup. ----1873 X	10. Feb'y, Aug	----	80
Rochester, 6 per cent. coup. ---- X	Divers	90	97¼
St. Louis, 6 per ct. coup. ---Long X	Do.	84	85¼
Do. do. Municipal --- X	Do.	86	87½
Sacramento, 10 p.ct. cp. 1862-'74 X	Do.	37	45
S. Fr'cisco, 7 p.a.cp. 1865, pay. N.Y. X	May, Novemb.	60	70
Do. 10 p. ct. cp. ----1871 X	Do. do.	89	91
Do 10 do. pay. N. Y. --- X	Jan'y, July	----	----
Do. 6 per ct. pay. N.Y. 1875 X	Do. do.	56	61
Wheeling, 6 per ct. coup. ------ X	Divers	----	50
Do. 6 p.ct cp. Mun. 1874 X	March, Sept.	80	81¼
Zanesville, 7 do. ------ X	April, October	----	----

Railroad Earnings.

The business of the Illinois Central Railroad for March was as follows:

Land Department.

Acres Construction Lands sold	2,481.85 for	$33,670 31
Acres Interest Fund Lands sold	45.05 for	807 69
Acres Free Lands sold	1,160.36 for	16,941 10
Total sales during the month	3,687.36 for	$51,419 10
To which add Town Lot sales		3,819 70
Total of all		$55,238 80
Acres sold since Jan'y 1, 1859	10,306.24 for	$141,013 47
Acres sold prev'sly,	1,229,835.33 for	15,637,148 91
Total	1,240,141.57 for	$15,778,162 42
Construction Bonds canceled in March, 1859	$28,000	
Do. canceled previously	984,000	
		1,012,000 00
Free Land Bonds canceled previously		129,000
Total Bonds canceled up to March 31, 1859		$1,141,000
Actual cash receipts in March, 1859		$42,734 56
Do. do. do. 1858		42,021 59

Traffic Department.

Receipts from passengers		$64,714 70
Do. freight		71,254 00
Do. mails		6,358 33
Do. rent of road		5,133 00
Do. other sources		3,664 56
Total receipts in March, 1859		$151,124 59
Do. do. 1858		163,847 71
Do. since Jan'y, 1859		$418,011 51
Do. do. 1858		410,379 17

The earnings of the Central Railroad Company of New Jersey for the month of March were—

1859	$75,163 68
1858	64,063 38
Increase (17 per cent.)	$11,100 30

The earnings of the Terre Haute, Alton and St. Louis road for the month of March were—

1859	$82,601 19
1858	71,230 24
Increase	$11,370 95

The first quarter of this year, as compared with 1858, is as follows:

	1859.	1858.
January	$67,011 13	$57,128 86
February	63,720 47	52,327 72
March	82,601 19	71,230 24
Total	$213,332 79	$180,686 82
Increase		$32,645 97

—being about 18 per cent.

The following statement shows the business of the Reading Railroad for the month of March:

	1859.	1858.
Received from coal	$109,972 04	$115,166 79
Do. merchandise	47,978 98	29,678 96
Do. travel, etc.	30,657 79	23,256 54
Total	$188,608 81	$168,102 29
Transportation, roadway, dumpage, renewal Fund, and all charges	109,030 89	98,827 82
Net profit for the month	$79,577 92	$69,274 87
Do. for previous 3 mos.	216,382 05	170,288 17
Total net profit for 4 months	$295,959 97	$239,501 54

The receipts of the Grand Trunk Railway of Canada for the week ending April 2, were $51,554 10
Week ending April 3, 1858 ..... 46,304 35

Increase $5,239 75
Total traffic from July 1st. $1,720,049 03
Same period last year 1,800,123 56

Decrease $80,074 53

The following is a comparative statement of earnings and expenses for the month of March, 1858 and 1859, on the Buffalo and State Line Railroad:

EARNINGS.

	1858.	1859.	Decrease.
Passengers	$35,656 93	$34,920 41	$736 52
Freight	56,930 67	44,238 45	12,692 22
Other sourc's	1,150 00	1,316 00	Inc. 166 00
Totals	$93,737 60	$80,474 86	$13,262 74

EXPENSES.

	1858.	1859.	Decrease.
Construction	$2,377 80	.....	$2,377 80
Maint'g roads	20,973 85	$6,395 49	14,577 86
Rep'rs mach'y,	5,976 75	3,239 17	2,737 58
Operating	24,062 12	15,289 24	8,772 88
Totals	$53,390 02	$24,923 90	$28,466 12

The receipts of the Cleveland, Columbus and Cincinnati Railroad, in March, were $98,000—an increase of $3,000 over the same month last year.

The receipts of the Catawissa Railroad Company for March, 1859, were $31,091 03
Less due connecting roads. 5,450 00

Net receipts for March, 1859 ... $25,641 03
Do. do. 1858 ... 21,950 09

Increase $3,690 94

The earnings of the Erie Railroad for the month of March are:

1859 ..... $364,296 22
1858 ..... 461,494 83

Decrease $97,198 61

The following is a statement of the earnings and expenses of the Pittsburg, Fort Wayne and Chicago Railroad, in March, 1859:

EARNINGS.

From freight		$72,146 67
" passengers		81,594 65
" mail		7,825 00
" rent of road		5,500 00
Total		$167,066 32
Earnings in same month last year		150,878 06
Increase (10¾ per cent.)		$16,188 26

EXPENSES.

Conducting transportation	$21,281 00	
Motive power	35,695 32	
Maintenance of cars	21,695 88	
Maintenance of way	11,010 69	
General expenses	5,601 99	
Total		95,284 88
Expenses same month last year		69,824 43
Increase		$25,460 45
Net earnings in March, 1859		$71,781 44
Do. do. 1858		81,053 63
Decrease		$9,272 19

The following is a statement of the earnings of the New York Central Railroad, for the month of March, 1859, compared with its earnings for the corresponding month of the previous year:

1859 ..... $502,699 35
1858 ..... 527,857 87

Decrease $25,158 52

The revenue of the Baltimore and Ohio road for the month of March was as follows:

Main Stem.		
Passengers	$60,679 16	
Express	5,564 68	
Mails	7,833 33	
Tonnage	265,367 04—	$339,444 21
Northwestern Virginia.		
Passengers	$4,241 41	
Express	.....	
Mails	862 75	
Tonnage	24,695 64—	$29,799 80
Washington Branch.		
Passengers	$31,132 53	
Express	1,350 00	
Mails	1,000 00	
Tonnage	7,334 48—	$40,817 01
Total,		$410,061 02

Compared with the same month of last year, the following result is shown:

March:	Main Stem.	N. W. Va.	Wash'ton Branch.	Total.
1858.	$368,917 17	27,723 53	42,615 53	439,256 23
1859.	339,444 21	29,799 80	40,817 01	410,061 02

Total decrease for March, 1859 ..... $29,195 21

The financial year of the Company commenced with October. The receipts of the first six months of the present year compare with those of the previous year as follows:

	1858.	1857.
October	$392,503 02	$396,191 85
November	383,159 22	361,443 38
December	336,861 01	379,259 02
	1859.	1858.
January	327,176 63	317,513 72
February	321,391 10	277,044 43
March	410,061 21	439,061 09
	$2,171,152 19	$2,173,513 49
		2,171,152 19
Decrease present year		$2,361 30

Real and Personal Property in Ohio.

The following table exhibits the taxable property in the State of Ohio, and the amount of State and all other taxes assessed thereon for the last nine years.

Years.	Value of Real Estate.	Value of Personal Property.	Aggregate value.
1850	$301,388,838	$198,487,502	$439,966,340
1851	346,241,233	104,495,278	450,836,511
1852	354,937,147	152,644,762	507,836,511
1853	363,490,901	229,955,947	593,396,848
1854	569,868,410	297,061,572	866,929,902
1855	577,578,539	283,019,815	860,877,534
1856	530,634,487	240,026,550	820,661,037
1857	585,620,682	263,793,297	849,414,579
1858	590,285,947	250,514,084	840,800,031

Years.	Total State Taxes.	Total Taxes for all property.
1850	$1,402,669 03 4	$4,227,808 23 6
1851	1,621,228 33 7	4,957,012 97 0
1852	1,776,536 68 8	5,674,335 52 1
1853	3,026,323 92 5	7,828,805 27 6
1854	3,077,601 40 9	9,092,339 49 7
1855	2,754,307 51 7	8,954,511 89 7
1856	2,626,133 83 0	8,009,513 92 9
1857	2,609,395 01 6	8,673,298 24 8
1858	2,978,122 15 0	9,756,659 30 0

It will be seen by the above table that there is a decrease in the total value of property since 1855 and 1856. This decrease occurs in the personal property, and is in a great measure attributable to the fact that bank property illegally placed upon the tax list of 1855, is omitted in these late years.

Cincinnati, Hamilton and Dayton R. R. Co.

The report of the officers of this company, to be submitted to their stockholders at the approaching annual meeting, contains the following items of general interest:

Total income year ending April 1, 1859 ..... $489,437 92
Total income year ending April 1, 1858 ..... 487,214 27

Increase $2,016 65

The net earnings show a gain (in consequence of the reduction of expenses) of $33,778 75, which, considering the prostration of business and short crops, is very satisfactory.

During the year nothing has been charged to construction account. The amount expended for additional depot and other facilities for business, together with extraordinary expenses, caused by the floods, have been charged to transportation account. Notwithstanding this, the expenses of transportation show but 49 per cent. of the gross income.

The floating debt of the company, it may be said, has been paid, as there remains but $24,075 outstanding, which consists of bills payable due in July next, with cash on hand to discharge the same at maturity.

In addition to this, sufficient of the net earnings to March 31, 1859, have been applied to the credit of depreciated stocks held in connecting roads, to wipe out the total amount of subscriptions made, thus bringing the stock of the company to par on their books.

The report shows also that the company now have on hand assets to the amount of $83,268 31, over all outstanding liabilities. A portion of these assets will not be available before next fall, and for this reason, we understand, the directors will not make a dividend before June next.

American Railroad Journal.

Saturday, April 23, 1859.

New York City Railroads.

We give below an article upon the subject of our city railroads from the pen of one of our most capable and intelligent railroad engineers. It demonstrates fully the causes of the excessive eagerness for new charters, which are of themselves, worth vast sums of money, in giving possession of leading streets, and the right to tax all travelers a rate equal to twice the cost of their transportation. We are glad that the legislature has adjourned without granting any new charters. Before any further action is had, we hope an adequate system of railroads, will be planned, and be given to the parties that will offer the most favorable conditions to the public.

We hear a great deal said in this city about official corruption. There is a plenty of it, no doubt; but is it any worse to filch directly from the city Treasury, than to levy an indirect tax in the shape of double charges for a given service. The mean and sneaking hangers on about the City Hall, have precedents set them and are stimulated in their efforts to rob the treasury, by the enormous sums made by more favored and respectable parties, under the color of law. Everything in this city is a *job*, and hardly a person in it will refuse one, let it only be presented in a manner to overcome his scruples. It is entirely respectable to have the nominal cost of a city railroad equal twice or thrice its actual: but so long as this is the case, just so long will the city continue to be defrauded, in a less respectable, but in a manner not a whit more dishonest;

An analysis of the reports of the city railroads of New York and Brooklyn for the year ending September 30, 1857, (the reports for 1858 are not yet published,) shows the following as their cost:

Name of Road.	Length in miles.	Number of Cars.	Cost of Cars.	Number of Horses and Harness.	Cost of Horses and Harness.	Cost of Buildings, Real Estate, and Miscellaneous Items.	Cost of Tracks and Grading.	Cost per mile of Tracks and Grading.	Cost per mile of all other items.	Cost per mile of road, including all items.	Total Cost of each Road.
Brooklyn city r'ds	20.51	100	$85,803	900	$135,502	$224,582	$580,121	$28,319	$21,681	$50,000	$1,026,708
Eighth Avenue	4.89	61	48,800	471	77,500	207,124	475,000	97,137	66,863	164,000	808,424
Sixth "	4.00	98	61,101	354	71,927	166,915	555,012	138,750	75,239	213,989	855,957
Third "	6.00	71	50,000	529	80,000	40,000	1,000,000	166,666	28,333	195,000	1,170,000
Second "	9.00	58	43,500	368	55,200	40,000	764,664	82,578	17,856	100,374	903,364
Totals	44.40	388	$289,204	2,622	$420,159	$678,621	$3,375,497	*$76,000	*$31,260	*$107,260	$4,757,453

* Average.

From this, it appears that in the cities of New York and Brooklyn there are 44.4 miles of double track railroads, representing a capital of $4,757,453 in the aggregate, or about $107,260 per mile. The lowest are the Brooklyn city railroads, which are represented by a capital of $50,000 per mile, and the highest is the Sixth Avenue, representing a capital of $213,989 per mile.

It must be apparent to any one at all familiar with the cost of railroads that these roads could not have cost one-half the amount represented.

The great portion of the dilution seems to be in the cost of tracks and grading, which varies from $28,319 to $166,666 per mile. Assuming that the cost of cars, horses, buildings and real estate is correctly stated, and applying REAL values to the tracks, we should have the following as the actual cost of these roads:

388 cars	$289,204
2,622 horses, including harness	420,159
Buildings and real estate, and miscellaneous items	678,621
44.4 miles of tracks, at $16,000 per mile,	710,400
Total	$2,098,384

The extent of the dilution would, therefore, be $2,659,069.

On this amount, at least, of fictitious capital in these roads, are the public paying 10 to 12 per cent. per annum.

Assuming that 10 per cent. is no more than a fair return for investments of this kind, $2,659,069, or an average of about $60,000 per mile, was the actual value of these franchises to the persons who obtained them. This average is kept down by merging in the calculation the Brooklyn city railroads, which are represented by a comparatively low cost. If we take the New York city lines by themselves, the following is the cost as represented:

288 cars	$203,491
1,722 horses	284,657
Buildings and real estate, and miscellaneous items	454,039
23.89 miles tracks	2,794,676
Total	$3,736,773
—Equal to an average per mile of	$156,415

Their *actual* cost, assuming the correctness of the cost represented in the items of cars, horses, buildings and real estate, would show as follows:

Cars, horses, buildings, real estate	$942,097
23.89 miles tracks	382,240
Total	$1,325,337
—Equal to an average per mile of	$55,476

The value of the New York franchise to those who obtained them was, therefore, over $100,000 per mile, and the public are paying 10 to 15 per cent. interest on a fictitious capital of nearly 2½ millions in the shape of 5 ct. fares upon these roads.

All this goes to prove that the city of New York and any other populous city where similar conveniences of transport are required, could by a proper control and disposition of these franchises furnish the public with conveyance in railroad cars at a much cheaper rate than at present.

In this connection the statistics of the business of these roads deduced from the receipts referred to will be appropriate. The following table explains itself.

Name of Road.	Cost of Operation.	Receipts from Passengers.	Net Receipts.	Number of Passengers carried.	Miles run by Cars.	Cost of each Passenger. Cts.	Net Receipts per cent. on Cost of Road.
Brooklyn City	$287,832	$378,791	$90,950	7,557,823	1,891,215	3.8	9
Eighth Avenue	194,383	341,471	147,088	6,879,452	1,023,157	2.84	18.3
Sixth "	162,060	262,041	99,981	5,240,277	950,572	3.1	11.7
Third "	267,094	405,278	138,184	8,155,515	*1,570,000	3.26	11.8
Second "	140,000	168,368	58,368	3,367,371	985,500	3.52	6.6
Totals	$1,051,369	$1,587,581	$536,212	31,783,068	6,420,444	†3.3	†11.3

* Number of miles not stated in report—estimated. No report published for 1857. These figures are taken from the report of 1856, showing the business from March 19, to Sept. 30, about 6½ months. Proportional amounts are added to make a statement for one year. † Average.

From this it appears that the railroads of New York and Brooklyn for the year 1857 paid an average of 11.3 per cent. on the capital they represent, or 25.5 per cent. on their *actual* cost. If we take the roads of New York city alone, we find they paid an average of 12 per cent. on their capital, or 33.6 per cent. on their actual cost.

Taking into consideration the annual increase of travel upon these roads, as shown in the following table, there can be no doubt but that the reports for 1858 will exhibit a business which would pay at least 40 per cent on their actual cost:

NO. OF PASSENGERS CARRIED.

Name of road.	1855.	1856.	1857.
Brooklyn city	6,324,557	6,552,582	7,575,823
Eighth-avenue	5,748,901	6,097,299	6,829,452
Sixth-avenue	4,283,743	4,757,108	5,240,978
Third avenue	5,770,078	7,131,881	8,105,515
Totals	22,127,279	24,538,870	27,751,768

No report for Second-avenue road having been published for 1857, the probable number of passengers carried can only be estimated, without going to their books, by adding the average percentage of increase to the number carried in 1856. This would give about 3,700,000 for 1857, making the total number of passengers carried on these roads in that year, 31,461,768; and, if the increase has continued, as is no doubt the case, for 1858 we shall have a grand total of 35,000,000 passengers, not including the Fourth-avenue railroad.

This company makes no report separating the city travel from its other business; hence it has not been considered in the tables; but, making due allowances, the number of passengers carried on the railroads of New York and Brooklyn for the year 1858, is not far from 40,000,000, and in New York alone about 32,000,000. The table setting forth the operations of the roads for 1857, it will be seen, shows the average cost of carrying each passenger to have been 3.3 cents. At a fare of four cents per passenger, the gross receipts from this amount of travel, on the New York roads, excluding the Harlem railroad, viz: 28,000,000 passengers, would be $1,120,000. The expenses would be $924,000. The net receipts, $196,000. This would be equal to about 15 per cent. on a fair cost. These are correct deductions from the reports, and cannot be controverted. For every passenger carried, therefore, these companies could have paid the city one cent., and yet have received a splendid return for their investment.

This would have given the city $230,000 that year.

We do not mean to be understood as being in favor of the city selling these grants to the highest bidder, or of imposing a one-cent toll upon every passenger who rides. Whether the 5 cent franchises are sold at $100,000 per mile, or whether a one cent tax is imposed, is the same thing. It is a discrimination against the class who travel in these cars, and who are obliged to use them, that ought not to be thought of for a moment. It would be simply the imposition of a tax of over $300,000 per annum upon the working population for the benefit of those who can afford their carriages.

Why should the mechanic or the laborer be taxed one cent. every time he rides between his home and his work? If the alternative was between giving this $300,000 per annum to these railroads for nothing, or giving it to the city, we should be decidedly in favor of the latter, but this is not the alternative.

The question is between the working public and the railroads, and no such tax should be imposed upon this travel for the benefit of either the city or the railroads. The travel should have the advantage of it, and the true plan is, to put up these franchises at auction, not to the highest bidder, but the *lowest*—to give them to that responsible company who will carry passengers at the lowest rate of fare. It is only in this way that the benefits of railroads can be most fully developed and equitably distributed.

But, before even this is done, a well digested and comprehensive system should be planned—one

that will accommodate the whole city, and upon which a passenger may travel any distance, in any direction between certain limits, if he desires to, for a single fare. There is no reason why a passenger should pay two or three fares because he desires to go two miles obliquely across the city, instead of going two miles up one of the avenues, which he can do for one fare. The system should be so thorough and comprehensive that the antiquated and barbarous vehicles called omnibuses can be dispensed with.

The legislature may charter a dozen separate lines of railroad, but under separate management, without concert of plans, or of action, or of interest, the public cannot be accommodated, and the streets must still be lumbered up and the pavements torn to pieces by omnibuses. That a system can be divised which will accomplish all we say, accommodating *every part* of the city better than is now done by omnibuses, and upon which passengers may travel in almost every direction for one fare, can be easily demonstrated, and it can be done, too, by the construction of but few miles more railroad than the present bills before the legislature contemplate. It may take 30 miles of double track in addition to those now in operation to provide a thorough system as far up as the Central Park. This would make a grand aggregate of 60 miles, which, at a *fair* cost, ought not to represent a capital exceeding $3,300,000. Ten per cent. upon this amount would be $330,000. As we have shown the profit per passenger at a four-cent fare to be 0.7 cent, there would be required but 46,000,000 passengers per annum to enable the roads to earn this dividend. That such a system as is here proposed would carry more than 50,000,000 passengers per annum admits of not a moment's doubt. This is a subject of the deepest importance not only to the city of New York, but to all of our large cities; and it is time that the public should awake to the manner in which their rights are squandered—for the privilege of transport through the public highways at the lowest fair rate is a privilege of which they ought not to be dispossessed. Loose legislation, the influence of interested parties and an unscrupulous system of lobbying are fast disposing of this right, and subjecting us to an incubus which, once fixed, can never be removed. No city in the world, in its general shape and plan, presents such favorable features for the adoption of a great system of transit as the city of New York, if proper advantage be taken and proper use be made of them. Let us pause before it is too late. The necessity for the roads now pending in the legislature is not so imminent but that time can be taken to devise a general system, of which these may possibly form a part.

District of Columbia.

The value of property in the District of Columbia in 1858 was $62,842,055, viz: individual property, personal and real, $34,720,424; government reservations $13,412,293, and cost of public buildings, furniture, statuary, paintings, etc., $14,709,338.

Great Western, Ill. Railroad.

The Great Western road of Illinois has recently been recognized under a new charter. The road is one hundred and seventy-four miles long, and runs from the State line of Indiana, near Danville, Vermillion county, Illinois, to Naples, in Scott county, Illinois, passing through Toledo, Decatur, Springfield and Jacksonville. At its eastern terminus it connects with the Toledo, Wabash and Western road (running through Fort Wayne and Lafayette to Toledo.) From Naples, its western terminus, to Quincy, on the Mississippi river, is a distance of forty miles, to which the Pike county railroad is, we believe, completed. The Great Western road also connects with the Illinois Central at Tolono and Decatur, and with the Chicago and St. Louis road at Springfield.

Insurance Law.

We give this week a report of the case of Grosvenor *vs.* The Atlantic Fire Insurance company alluded in our last week's article. The nature of the action and defence, and the facts necessary to an understanding of the case sufficiently appear in the opinion of the Court, which was as follows:

HARRIS J.—The contract of Insurance is a contract of indemnity. To sustain an action upon such a contract, it must appear that the party insured has sustained a loss. This involves the necessity of an insurable interest at the time of the alleged loss. Without such interest, the party insured cannot be damnified.

In this case, the contract was between the defendant and M'Carty. The agreement was to insure E. W. M'Carty against loss or damage by fire, to the amount of $7,000, on his three story brick dwelling house. But after the contract was made, and before the alleged loss, M'Carty had sold and conveyed the property insured. At the time of the fire he had no insurable interest; of course he has no claim for indemnity. No action therefore could be maintained on the policy by M'Carty.

But at the time the insurance was effected, the plaintiff in this action, Grosvenor, was the holder of a mortgage upon the premises insured. As such mortgagee, he too, had an insurable interest. The extent of that interest was the amount of his debt. To that extent he might have contracted with the defendants, to indemnify him against loss by fire. The payment of his debt would as completely terminate the contract to insure as would the alienation of the property, when the contract is made with the owner.

The important enquiry in the case is, to which of these classes does the contract in question belong? The action is brought by the plaintiff as mortgagee. The contract was made with M'Carty, the mortgagor. But the policy provides that in case of loss, such loss should be payable to the plaintiff. What is the legal effect of this provision? Without it the plaintiff could have had no claim against the defendants for indemnity. Is this provision to be regarded as an appointment of the plaintiff to receive any money which might become due from the insurers, by reason of any loss sustained by the mortgagor, or has it the effect to render the policy, which would otherwise be a contract to indemnify the mortgagor against a loss, a contract to indemnify the mortgagees? A determination of this question will also determine the rights of the parties to this action.

Were it not for one or two decisions in this State bearing upon the question, I should have little difficulty in pronouncing in favor of the former of these propositions. It seems to me to be very clear that it was the intention of all the parties that the interest of the mortgagor, and not that of the mortgagee, should be insured. It is stated in the policy that the property insured is the property of M'Carty, and that he is the person insured. M'Carty paid the premium. He made the contract. His interest as owner, and not that of the plaintiff as mortgagee, was the subject of the insurance. The plaintiff was merely the appointee of the party insured, to receive the money which might become due him from the insurers upon the contract. The provision in the policy in this respect had no more effect upon the contract itself, than it would if it had been provided that the loss for which the insurers should become liable, should be deposited in a specified bank to the credit of the party insured.

Suppose that the plaintiff, although described in the policy as a mortgagee, had in fact held no mortgage, could it be pretended that the defendants might have avoided the policy, on the ground that the plaintiff had no insurable interest? Or suppose again, that after the contract had been made, the mortgage had been paid, could it be claimed that the contract to insure had also ceased?

I presume none will deny that, in either case, the contract would have continued in force for the benefit of the owner of the property insured. I agree with the court below, that "there is nothing in the language of the policy on which the court can adjudge that in legal effect it is a contract insuring the interest of the mortgagee as such, except in the provision which declares that the loss, if any, which occurs under the contract insuring the mortgagor's interest, shall be payable to the mortgagee. That provision merely designates a person to whom such loss is to be paid, and shows that he is a person who may have an interest in its being so paid."

The undertaking to pay the plaintiff was an undertaking collateral to, and dependant upon the principal undertaking to insure the mortgagor. The effect of it was, that the defendants agreed that whenever any money should become due to the mortgagor upon the contract of insurance, they would, instead of paying it to the mortgagor himself, pay it to the plaintiff. The mortgagor must sustain a loss for which the insurers were liable, before the party appointed to receive the money would have a right to claim it. It is the damage sustained by the party insured, and not by the party appointed to receive payment, that is recoverable from the insurers. (Macomber *vs.* Cambridge, Mutual Fire Insurance Company 8 Cush. 133.) The insurance being upon the interest of the mortgagor, and he having parted with that interest before the fire, no loss was sustained by him, and of course, none was recoverable by his assignee or appointee. The right of such a party being wholly derivative, cannot exceed the right of the party under whom he claims. (16 *Peters* 495—2 *Gray* 216.)

After citing and commenting upon some authorities at length, the Judge concludes as follows:

Upon the merits of the question I have already sufficiently expressed the convictions of my own judgment. The defendants contracted with M'Carty, and not the plaintiff. They agreed, upon the performance of certain conditions, to pay for him to the plaintiff certain money. Some of these conditions were positive in the character; others negative. Certain things were to be done by the assured, and other things were not to be done. If all these conditions were performed, then if a loss occured, the defendants agreed to indemnify him against that loss, to the extent specified in the policy, and he appointed the plaintiff, his creditor, to receive from the defendants the amount for which they were thus contingently liable. The terms of this contract have never been waived, relaxed, or modified. The defendants have shown an express violation of one or more of the conditions upon which their liability was to depend. And yet it has been adjudged, although it is evident that it has been done with reluctance, and against the better judgment of the court making

the decision, that the proof of these violations constituted no defence to the action.

The judgment should be reversed and a new trial granted, with costs to abide the event.

Pacific Railroad.

At the meeting of the Board of Directors of this company, GEORGE R. TAYLOR, Esq., was elected President of the Board; D. R. Garrison, Vice President; E. Miller, Chief Engineer; T. McKissock, Superintendent; D. Trowbridge, Auditor; C. C. Whittelsey, Attorney; J. D. Stevenson, Land Agent; George P. Roberts, Paymaster and Supply Agent; C. Williams, Master Machinist. Before these elections took place, the case of the tie vote between Messrs. Holmes and H. I. Bodley was settled, by the election of Mr. Holmes.

Baltimore and Ohio Railroad.

The regular monthly meeting of the Board of Directors of the Baltimore and Ohio Railroad Company was held on the 13th inst. Mr. Hopkins, from the Committee of Finance, reported the following resolutions, which were adopted unanimously:

Resolved, That a dividend of three per cent. be declared on the stock of the Baltimore and Ohio railroad company from the net earnings of the Main Stem, for the fiscal half year terminating on the 31st ult., payable on and after the 18th of May next, at the Merchants' Bank of Baltimore, and that the transfer books of said Company be closed from the 23d of April till the 18th of May, aforesaid.

Resolved, That a dividend of 4½ per cent. on the stock of the Washington Branch railroad be declared for the half year ending on the 31st ult., payable on and after the 25th inst., at the Merchants' Bank of Baltimore, and that transfer books of said road be closed from the 20th till the 25th inst.

Previous to the adoption of the resolution declaring a dividend upon the stock of the road from the net earnings of the Main Stem, Mr. Garrett, the President, at the suggestion of Dr. Ohr, explained to the Board the condition of the finances of the Company, upon which the declaration of a dividend was based.

Mr. Garrett said, in connection with the declaration of the dividend, the financial exhibits for the fiscal half year, terminating 31st ultimo, embrace interesting features. The following comparative and analytic statements are presented for the information of the Board:

First—The revenue of the Main Stem has been	$1,762,789 65
Working expenses including repair and maintenance of road and machinery	843,943 70
Leaving the net earnings	$918,845 95

The ratio of expenses has thus proved 47 87-100 per cent., being the best result heretofore realized in the history of the company for a similar period.

Second—Comparative statement of the revenue and working expenses of the first six months of the last and of the present fiscal year:

	1857–'8.	1858–'9.
Revenue	$1,817,120 37	$1,762,789 65
Working expenses	1,511,150 86	843,943 70
Net earnings	$305,969 51	$918,845 95
Decrease of revenue		$54,330 72
Decrease of working expenses		667,207 16
Increase of net earnings		$612,876 44

Third—Since the close of the last fiscal year, September 30, 1858, the remainder of the first mortgage loan for $1,000,000, viz: $83,668, has been paid except $4,700 not yet presented, for the payment of which this amount of city stock is reserved.

Fourth—On the 30th September, 1858, the floating debt, viz: bills payable was $284,653 79, all of which has been paid except $4,843 97 not yet matured. The company has purchased all its materials and supplies for cash.

Fifth—The policy of the Board in fully and effectively maintaining the sinking fund for the redemption of its debts has been successfully continued.

On 30th September 1858 the sinking funds amounted to	$937,284 13
On 31st March, 1859 the sinking funds amounted to	1,097,474 37
Exhibiting an increase by investments from revenue of	$160,190 24

This conservative and valuable system will ultimately fully repay and reward stockholders, providing as it does for the absorption and payment of the entire mortgage debts of the Company at the periods of their respective maturities.

Sixth—Cash payments have been made during the same period for real estate and other investments of capital, $61,104 21.

Seventh—The profit and loss account

September 30th, 1858, was	$5,052,275 07
On 31st March, 1859	5,660,172 58
Exhibiting a gain of	$607,897 51

Being upwards of 6 per cent. on the capital stock.

Eighth—The revenue of the Northwestern Virginia road for the six months has been	$149,407 03
Working expenses	101,712 17
Yielding net revenue	$47,694 86

Heretofore the expenses on this road have exceeded the gross revenue. The present ratio of working expenses 68 per cent. indicates better results henceforward.

Ninth—The revenue of the Washington Branch has been	$228,229 76
Working expenses (40 37-100 per cent.)	92,131 32
Showing excess of revenue over working expenses	$136,098 44

A favorable winter, combined with careful and judicious economy in connexion with every detail of the Company's service and interests, has, notwithstanding an unprecedentedly low tariff produced these results, the road and equipments being also maintained in the most effective condition.

Acknowledgements are due and are made with much satisfaction to the officers and men of the service, for the rigor, ability and energy with which important reforms and economies have been inaugurated and successfullymaintained. A rigid adherence to the system now in such satisfactory operation is alone required to ensure in the future a similar fruition alike desirable and important to all the great interests involved.

The Committee on Finance also reported on the subject of the claim of A. J. Marshall, Esq., in regard to compensation claimed by him for services rendered to the Baltimore and Ohio railroad company at the session of the Legislature of Virginia of 1847. The committee after reviewing the ground upon which the claim is made, say that there is no new matter calling for action in the premises, nor do they see "any reason for recommending to the present Board to review, upon the same state of facts, a decision which appears to have been fully acted upon and considered by their predecessors." The committee were by unanimous vote discharged from the further consideration of the claim and the subject thus finally disposed of.

Mr. Travers presented a memorial from the coal trade, calling the attention of the Board to the alarming diminution in the Cumberland Coal Trade of that city, notwithstanding the well established fact of the daily increasing demand for Bituminous Coal for steam purposes in all parts of the country. The petition was signed by a number of members of the city council, and also by the firms engaged in the coal trade. It was referred to the Committee on Machinery and Transportation.

The transportation eastwardly, into the city of Baltimore, during the month in some of the principal staples, has been as follows:

Bark	122 tons
Coal	21,468 "
Fire brick	176 "
Flour	55,015 bbls
Grain	2,276 tons
Granite	100 "
Iron	250 "
Iron Ore and Manganese	498 "
Lard and Butter	309 "
Leather	294 "
Cotton	1,023 bales
Wool	95 "
Flax-seed	3 tons
Soap stone	17 "
Lard oil	197 "
Lumber	1,972 "
Lime	39 "
Live stock, viz:	
Hogs	9,655
Sheep	3,085
Horses and Mules	596
Horned cattle	2,048
Meal and shorts	516 tons
Pork and Bacon	3,231 hhds
Tobacco	2,243
Whiskey	9,065 bbls
Miscellaneous	667 tons
Hay	57 "
Hemp	71 "
Flour from Washington Branch	1,791 bbls

STATEMENT OF FLOATING DEBT AND AVAILABLE MEANS.

Debt.

Amount of bills payable	$4,843 97
Balance of interest uncalled for due on Company's bonds	16,855 00
Balance of interest uncalled for due on bonds of the Northwestern Virginia Railroad company	700 00
	$22,398 97

Available Means.

Uncollected revenue—judged to be the same as on the 1st, when it was	$274,395 88
Cash on hand	109,048 00
Bills receivable	43,422 99
	$426,866 87
The bills payable on March 9th, the date of the last statement, amounted to	$6,232 10
The bills payable at the present date amount to	4,843 97
Showing a decrease of	$1,388 13

J. I. ATKINSON, Treasurer.

Treasurer's Office, B. & O. R. R. Co.,
April 13, 1859.

Delaware and Hudson Canal Company.

The following circular in reference to the affairs of the Delaware and Hudson Canal Company has been sent to the stockholders:

OFFICE DELAWARE AND HUDSON CANAL CO.,
New York, April 5, 1859.

It having been stated in certain quarters that this company has been able to pay its large dividend only by adding to its debt, the following facts and figures are submitted for the information of those interested:

The enlargement of the Canal was completed and the construction account therefore closed in 1853.

On the 1st of March, 1853, the debt of the Company funded and floating was	$656,905 47
The available cash assets were	854,445 73
Excess of assets over debt	$197,540 26
On the 1st of March, 1859, the debt of the Company, funded and floating, was	$1,222,717 35
The available cash assets were	1,036,408 98
Excess of debt over assets	$186,368 37
Actual increase or debt in six years, from 1853 to 1859	$383,848 63
During these six years there was paid to the stockholders in cash	4,498,500 00
Excess paid to stockholders in cash, over the increase of debt	4,114,651 37
During these six years the capacity of the Company's railroad has been doubled, at an expense of	$350,000 00
"T" rail substituted for flat rail do. do.	100,000 00
The road extended 6 miles, do	225,000 00
	$675,000 00

In addition to the above, three hundred thousand dollars have been expended on the canal, for walling and other inprovements, during the same period, and every department of the work has been placed in a high state of sufficiency.

GEO. TALBOT OLYPHANT, *President.*

Greenville and Columbia Railroad.

The capital account of this road on the 1st day of January, 1859, stood as follows:

	Dr.
To Capital stock	$1,207,598 92
Assessment on capital stock	221,409 00
	$1,429,007 92
Comp.'s 7 per cent. coupon b'ds.	1,145,000 00
Co.'s B'ds, short date, $3,500 00	
Bills payable 210,502 58	
	214,002 58
Surplus income account	131,544 12
	$2,919,554 62

By Cost of Road—	Cr.	
Main Line	143¼ miles.	
Abbeville Branch	11½ "	
Anderson "	9½ "	
	164¼ "	$2,439,769 52
Outfit of road, locomotives and cars		324,160 81
		$2,763,930 33
Real estate		30,234 82
Bills receivable	$21 404 65	
Negro property	665 27	
Stock in Laurens R.R.Co.	4,420 00	
Stock in S. & U. R. Co.	33,271 66	
S. & U. R. R. Survey, Bal.	129 01	
Suspense account	1,585 14	
		61,475 73
Rebuilding Broad River Bridge, payments		30,411 18
E. Saunders, Clerk, Workshops, Disbursing acc'nt, balance,	$18,500 02	
Cash, Balance in Treas'y, 31st Dec., 1858	15,002 54	
		33,502 56
		$2,919,554 62

The earnings for the year were—

From passengers	$122,790
" freight	201,760
Mails, etc.	16,640
	$341,190
Expenses	215,819
Net earnings	$125,871

Of the amount of expenses, $6,990 were for losses by fire.

The gross earnings for 1857 were $294,627; the expenses, $217,394,—showing a net gain for the year of $48,637.

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9 South William st., N. Y.
April 9, 1859. 1m15

Notice to Contractors.

SEALED PROPOSALS for the grading and masonry of the extension of the ROANOKE VALLEY RAILROAD, from Clarksville to Keysville, on the Richmond and Danville Railroad, will be received at the office of the Company in Clarksville until the 12th of May. The road will be thirty miles long. Plans and specifications of the work may be seen in Clarksville on and after the 5th of May. Letters of inquiry may be addressed to Henry Wood, Esq., President Roanoke Valley Railroad, Clarksville, Va., or to me at Christiansville P. O., Mecklenburg Co., Va.

B. W. JONES,
4t16 Chief Engineer.

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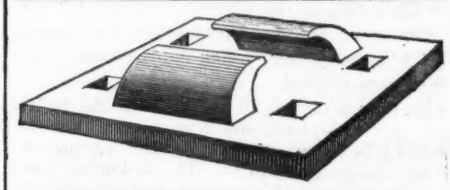

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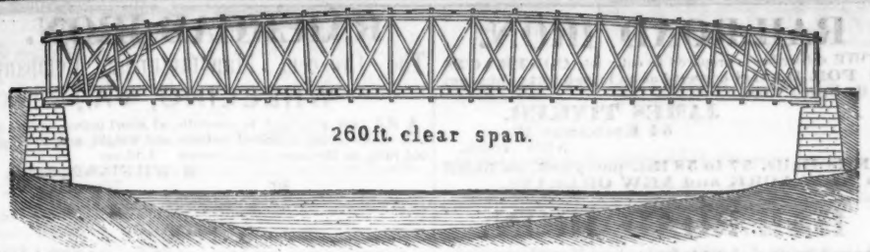

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ARE duly authorized to contract for the sale of their G. L. Railroad Iron, and Common Bars, on most advantageous terms.

R. & J. MAKIN, 70 Broad st.

MORRIS & JONES & CO.,
IRON MERCHANTS,
MARKET AND SIXTEENTH STREETS,
PHILADELPHIA.
IRON AND STEEL
IN ALL THEIR VARIETIES.

BOILER PLATE,	CAR AXLES,
BOILER RIVETS,	RAILROAD IRON,
CUT NAILS and SPIKES,	PIG IRON, etc.

Having the selling agency of a number of the Rolling Mills Furnaces and Forges in this State, orders for any description of Iron can be executed.

August 16, 1854 1y33

American Railroad Iron.

THE undersigned is prepared to contract for delivery of American Railroad Iron at points on the Mississippi, Ohio and Tennessee Rivers. Rails can be furnished 27 to 30 feet long when required.

JAMES HENDERSON,
13 Cliff st., New York.

RAILROAD IRON.
The Crescent Manufacturing Company,
WHEELING, VA.,

ARE now prepared to execute, at short notice, orders for Rails of any required pattern and weight, and to re-roll old rails, on the most liberal terms Address

N. WILKINSON, Sec'y,
8tf WHEELING, VA.

THE
RAILROAD IRON MILL COMPANY,
CLEVELAND, OHIO,
MANUFACTURERS EXCLUSIVELY OF
RAILROAD IRON.

THIS is a new ROLLING MILL, having been working only eighteen months, and confined to work for roads on this line between Buffalo and Chicago in re-rolling old Rails. The capacity is Forty Tons per day. It is well situated for receiving old Rails, either by Railroad or Lake.

Orders are now solicited

From Roads in other sections of the country; and work will be made with New Iron in the heads, if desired.

Apply to
ALBERT G. SMITH,
President of the Incorporation.
February, 1858.

RAILROAD IRON.
WOOD, MORRELL & CO.,
Having leased the extensive Works of the
Cambria Iron Company,
Situated at JOHNSTOWN, CAMBRIA Co., PENNA.,
And purchased all their real estate,

ARE now prepared to execute, at short notice, orders for RAILS of any required pattern or weight, on the most liberal terms.

Philadelphia Office, { North Penna. R. R. Building, No. 407 Walnut st.

THE
ROUND OAK IRON WORKS,
STAFFORDSHIRE, ENGLAND.
Lord WARD, Proprietor.

MANUFACTURE RAILS, BOILER PLATES, SHEETS, HOOPS and BARS, of every variety of pattern.

NORRIS & BROTHER,
Agents for the United States,
12 SOUTH CHARLES STREET,
6m35 BALTIMORE.
And 17 NASSAU STREET, NEW YORK.

RAILROAD IRON.
THE RENSSELAER IRON COMPANY,
TROY, N. Y.,

OFFER Rails of their own manufacture deliverable as may be desired by purchasers.

OLD RAILS

received in exchange for new, or for re-manufacturing.

JOHN A. GRISWOLD, Agent,
TROY, N. Y.

New York Agency:
BUSSING, CROCKER & DODGE,
32 Cliff St.

LACKAWANNA
IRON AND COAL COMPANY,
SCRANTON, LUZERNE CO., PA.

BY the completion of the Delaware, Lackawanna and Western Railroad, this Company are enabled to obtain the Magnetic Ores from the most celebrated mines in New Jersey, which used in combination with their native ores, produce a quality of iron not surpassed.

These works have been greatly enlarged the past year, and are, therefore, prepared to execute orders promptly for RAILROAD IRON of any pattern and weight, Car Axles, Spikes, and Merchant Iron. They have on hand patterns for T rails, of the following weights per lineal yard, viz:—25, 30, 36, 40, 45, 50, 60, 62, and 75 lbs.

Samples of Rails and Merchant Iron may be seen at the office of the Company, 48 Exchange Place, New York.

Address J. H. SCRANTON, President,
SCRANTON, Pa.,
or THEO. STURGES, Treasurer,
48 Exchange Place,
40tf NEW YORK.

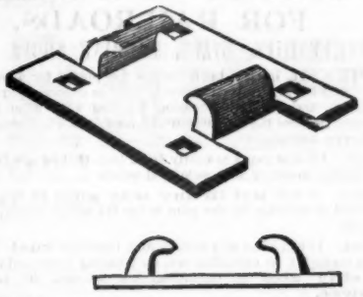
NEW YORK RAILROAD CHAIR WORKS.

J. B. GREEN & CO., Proprietors.

SUCCESSORS TO THE

New York Wrought Iron Railroad Chair Company.

Office, No. 51 Exchange Place, New York.



HAVING recently purchased, at Receiver's Sale, all the Patent Rights owned by the late *New York Wrought Iron Railroad Chair Company*, and also the entire machinery for manufacturing their improved Wrought Iron Railroad Chair, we are now fully prepared to receive and fill all orders from responsible parties, to any extent, with promptness and dispatch.

The thickness of the lips of our Chair increases through the bend, where the greatest strength is required, and diminishes towards the edge; so that a less weight of metal may be used, and a strength acquired equal, if not superior, to that of a heavier Chair of uniform thickness.

We invite the attention of parties wishing the best Wrought Iron Chair now in market, to our works for a supply; believing they combine qualities superior to any others now manufactured.

The Chairs weigh from seven and a-half to fifteen pounds, according to the thickness of the Iron and size of the Chair. To enable us to give you a perfect fit, it will be necessary always to send a section of the Rail. We cannot undertake to make Chairs without a proper pattern, as it is impossible to make a perfect fitting Chair from a drawing.

Our manufacture of Chairs are used on a large number of Roads, of which the following list comprises some of them, viz

Galena and Chicago Union Railroad Company,
North Carolina Railroad Company,
New Jersey Central Railroad Company,
Panama Railroad Company,
Buffalo and State Line Railroad Company,
New York and New Haven Railroad Company.

K. JESUP & CO., 44 Exchange York, are the only parties authorized to act

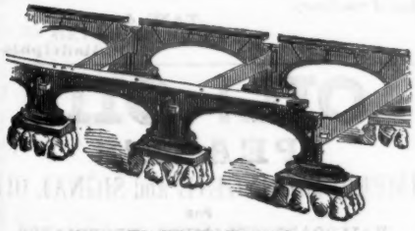
BEERS' CAST-IRON ENDLESS RAIL,

FOR CITY RAILROAD;

Now being laid in Philadelphia and elsewhere;

THIS road is exclusively of cast iron, without tie, string-piece, or chair; Rail 85 to 100 lbs. per yard; Durability four fold over the present roads, with 65 lbs. groove rail: And with a saving on first cost; effecting a reduction in current yearly repairs, and relays, of at least $1,000 per mile.

Also,—



BEERS' ELASTIC IRON RAILWAY,

FOR LOCOMOTIVE USE;

This road can be built and equipped, without additional cost over a road with 56 lbs. T rail; saving not less than 60 per cent. on motive power, 50 per cent. on dead weight, and 80 per cent. on repairs of way; thus reducing the yearly expenses from $1 500, to $2,000, per mile. For full particulars, with drawings, relating to both roads, see a recent Treatise, entitled Railroads, their construction and management, with the remedy, from twenty-five years experience, by S. A. BEERS, Civil Engineer, BROOKLYN, N. Y. Price 50 cts, Address the author.

The undersigned is prepared to construct, by contract, the above roads, in any part of the U. S. or Europe, at the shortest notice, being aided by a staff of contractors of the most extensive experience.

S. A. BEERS.

GEO. M. FREEMAN,

SUCCESSOR TO

PRATT & FREEMAN,

PHILADELPHIA

RAILWAY SUPPLY AGENCY,

No. 123 WALNUT STREET,

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Railroad Materials, Locomotive and Car Findings,

MACHINERY AND MACHINISTS' TOOLS,

MINERS' TOOLS, ETC.

☞ COTTON WASTE. ☜

WHITE AND YELLOW CAR GREASE,

LOCOMOTIVE BRASS WORK,

Baggage Checks, Barrows, etc., etc.,

RAILROAD LANTERNS, SIGNAL LIGHTS,

STEAM GAUGES, COCKS AND WHISTLES,

INDIA RUBBER HOSE PACKINGS, ETC.

LANTERNS OF ALL DESCRIPTIONS,

ENGINE, STATION, AND SIGNAL BELLS,

☞ Superior Car Upholstery, etc. ☜

AGENCY OF THE KEROSENE OIL COMPANY.

☞ Orders solicited, promptly filled, and forwarded with despatch and care *at the manufacturers' lowest prices.*

HOLT, GILSON & CO.,

MANUFACTURERS AND DEALERS

IN

RAILROAD & STEAMBOAT

SUPPLIES,

5 WATER ST., BOSTON.

LOCOMOTIVES AND CARS.

Rails, Sleepers, Chairs, Spikes, Wheels, Axles and Tires.

BOILER TUBES AND FELTING.

BOLTS, NUTS & WASHERS.

CAR, SHIP AND BRIDGE BOLTS.

Locomotive, Hand and Ship Lanterns; Car Trimmings of all descriptions. Steam and Water Gauges; Signal Bells, etc., etc.

AGENTS FOR CAR HEAD LININGS.

Sole Agents for TOMEY'S celebrated GAUGE GLASSES, and PACKER'S IMPROVED RATCHET DRILL.

Orders filled with **despatch** and at the **lowest** prices.

RAILROAD SUPPLIES.

GILBERT, MURDOCK & CO.,

No. 9 NASSAU STREET,

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ARE agents for, and prepared to furnish at manufacturers' prices,

RAILROAD IRON,

LOCOMOTIVE ENGINES,

RAILROAD CARS,

CAR WHEELS,

AXLES, CHAIRS,

SPIKES, TOOLS,

ETC., ETC.

All inquiries in reference to the above articles will receive immediate attention.

NEW YORK, January, 1859.

S. B. BOWLES,

MANUFACTURER AND DEALER IN

RAILROAD SUPPLIES,

No. 12 GOLD STREET,

(Between PLATT and MAIDEN LANE,)

NEW YORK.

RAILROAD SUPPLIES.

WILLIAMS & PAGE,

No. 44 Water, between Congress and Kilby Streets,

Boston, Mass.

Iron Rails, Chairs, & Spikes,

FREIGHT AND COAL CARS,

(on hand or made at short notice,)

Wheels and Axles of all kinds,

LOWMOOR, AMES', BOWLING AND NASHUA TIRES,

IRON AND STEEL,

Of all kinds for Shops and Tracks.

Car Trimmings, Paints, Oil, Varnish, Car and Switch Locks, Ventilators, Lanterns, Head-Lights, Gauges, Rubber Springs, Chairs, Hose and Belting, Ash, Pine and other Timber, and ALL MATERIALS USED in Equipment and Repairs of Railroads, Engines and Cars, *at lowest prices.*

THOS. S. WILLIAMS, Late Sup't Boston & Maine R. R.

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Capt. WM. H. SWIFT, Boston.
LAWRENCE, STONE & Co., do.
PHELPS, DODGE & Co., N. Y.
COOPER, HEWITT & Co., do.
REEVES, BUCK & Co., Phila.
E. S. CHESBROUGH, Chicago.
S. M. FELTON, Pres't Phila., W. & B. R. R.

A. BRIDGES & CO.,

MANUFACTURERS AND DEALERS IN

RAILROAD AND CAR

FINDINGS,

OF EVERY DESCRIPTION,

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RAILROAD AXLES, WHEELS AND CHAIRS,

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NUTS, WASHERS,

CAR, SHIP AND BRIDGE BOLTS.

IRON FORGINGS OF VARIOUS KINDS, ETC., ETC.

STEEL AND RUBBER SPRINGS,

LOCOMOTIVE AND HAND LANTERNS,

PORTABLE FORGES AND JACK SCREWS,

COTTON DUCK FOR CAR COVERS,

BRASS AND SILVER TRIMMINGS.

Also, Sole Agents for the Manufacturers of Car Head Linings.

Orders for the purchase of goods on commission, aside from our regular business, respectfully solicited.

ALBERT BRIDGES. JOEL C. LANE.

MORRIS K. JESUP. JOHN KENNEDY. GILEAD A. SMITH.

M. K. JESUP & CO.,

RAILWAY AGENTS AND BANKERS,

44 EXCHANGE PLACE,

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AGENTS FOR THE SALE OF

FOREIGN AND AMERICAN RAILROAD IRON

AND ALL MATERIALS NECESSARY FOR THE

Construction, Equipment & Operating of Railways.

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BOUGHT AND SOLD

Either privately or at the Board of Brokers.

A. S. & A. G. WHITON

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DEALERS IN

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CHAIRS AND SPIKES,

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MANUFACTURERS' AGENTS

FOR Adler's Iron Turn Tables, Dimpfel's Patent Blower, Gardiner's Volute Car Springs and

RAILWAY SUPPLIES GENERALLY.

ALSO

NEGOTIATORS OF SECURITIES.

Railroad Iron.

THE undersigned have American and Foreign Railroad Iron for sale, deliverable in New York and other markets.

CASWELL & PERKINS,
Brokers, 69 Wall st.

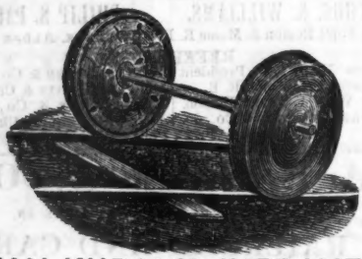
NEW YORK, January 1, 1859.

Boston Locomotive Works,

Late Hinkley & Drury,
No. 380 HARRISON AVENUE,
BOSTON.

LOCOMOTIVE AND STATIONARY
STEAM ENGINES;
BOILERS;
Iron, Brass, Copper and Composition Castings;
COPPERSMITH'S WORK,
AND ALL KINDS OF RAILROAD MACHINERY
FURNISHED AT SHORT NOTICE.

ALSO



VAN KURAN'S IMPROVED
RAILROAD WHEEL,
PATENTED MAY 1, 1849.
Manufactured under the Personal Superintendence of the PATENTEE, as above.

ORDERS for any quantity of Wheels executed with dispatch, and Wheels and Axles fitted in the very best manner, and at the lowest rates.

Address DANIEL F. CHILD,
Treasurer, BOSTON.

THE JERSEY CITY
LOCOMOTIVE WORKS,

SUCCESSORS TO
BREESE, KNEELAND & CO.,
JERSEY CITY, N. J.

MANUFACTURE **COAL or WOOD BURNING LOCOMOTIVES, Steam Fire Engines,** Portable **ENGINES** and **BOILERS, Cast Steel SPRINGS** for Engines, Tenders, Passenger or Freight Cars; **SHAFTING** and **ALL KINDS of RAILWAY MACHINERY.**

They also furnish to order TYRES, DRIVING WHEELS and AXLES, CASTINGS and FORGINGS.

Boiler Work furnished with dispatch.

C. M. WHEELER, PRESIDENT. C. KNEELAND, SEC'Y & TREAS'R.

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OFFICE IN NEW YORK—49 WILLIAM ST.

UNION WORKS, BALTIMORE.

POOLE & HUNT,

Iron Founders and General Machinists,

ARE prepared to fill at short notice and of best materials and workmanship, orders for

Steam Engines of any Size.

PLATE CAR WHEELS and CHILLED TIRES, equal to any produced in the country.

WHEELS AND AXLES fitted for use.

HYDRAULIC PRESSES for expressing Oils and for other purposes.

MACHINERY of the most approved construction for Flouring and Saw Mills.

GASHOLDERS of any size, and Machinery and Castings of all kinds for Gas Works.

STEAM BOILERS and WATER TANKS of any size or description. SHAFTING, PULLIES and HANGERS.

THE ROGERS
Locomotive & Machine
WORKS,

SUCCESSORS TO
ROGERS, KETCHUM & GROSVENOR,
PATERSON, N. J.,

HAVING extensive facilities, are now prepared to furnish promptly of the best and most improved description, either

COAL OR WOOD BURNING
LOCOMOTIVE ENGINES
AND OTHER VARIETIES OF
RAILROAD MACHINERY.

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WM. S. HUDSON, *Sup't,* } Paterson, N. J.
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44 Exchange Place, New York.

Locomotive Engines.

DANFORTH, COOK & CO.,
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HAVING erected an extensive Shop, with the most approved Machinery and Tools, are prepared to execute orders for the various classes of Freight and Passenger Locomotive Engines and Tenders, in the best manner and on the most favorable terms.

Also, Stationary Engines, and the various Tools suitable for furnishing Repair Shops.

The business of Machine making, heretofore carried on by Charles Danforth & Co., is continued by the present firm, and all orders will receive prompt attention. 1y49

THE SCHENECTADY
LOCOMOTIVE WORKS,

SCHENECTADY, N. Y.,

HAVING large facilities, are prepared to receive and execute orders for

LOCOMOTIVE ENGINES AND TENDERS,

either for burning **WOOD** or **COAL,** with promptness and dispatch.

BRASS and IRON CASTINGS; LOCOMOTIVE TYRES welded and bloched to exact sizes, and every thing connected with the building or repairing of Locomotives furnished on short notice.

These Works being located on the New York Central Railroad, near the centre of the State, possess superior facilities for forwarding their work to any part of the country, without delay.

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RICHARD NORRIS. HENRY LATIMER NORRIS.
RICHARD NORRIS & SON,

LOCOMOTIVE STEAM ENGINE
BUILDERS,
SEVENTEENTH STREET, ABOVE CALLOWHILL,
PHILADELPHIA,

ENGAGED EXCLUSIVELY IN THE MANUFACTURE OF
LOCOMOTIVES,
RAILWAY TOOLS AND
MACHINERY.

MANUFACTURE to order, Locomotives of any Arrangement, Weight or Capacity. In Design, Material and Workmanship, the Locomotives produced at these Works, are equal to, and not excelled by any.

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R. P. PARROT, Lessee.
Manufacturer of Marine and Stationary
ENGINES,
Sugar Mills, Saw Mills, Iron Bridges, Cannon,
WATER PIPES, BOILERS, IRON BUILDINGS,
CASTINGS & FORGINGS OF ALL KINDS.
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MACHINERY OIL.

REFINED NEAT'S FOOT OIL
WARRANTED NOT TO GUM

AND equal in every respect to the best SPERM OIL for all kinds of machinery use.

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THE IMPERIAL
LUBRICATING OIL,

MANUFACTURED BY
J. C. HULL & SONS,
(Formerly W. HULL & SON,)
108, 110, 112, 114, 116 and 118 Cliff st.,
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FOR RAILROADS,
STEAMSHIPS, MILLS, MACHINE SHOPS, ETC.

THIS OIL having been before the public for a long time, and having been extensively used in different parts of the country, and on each occasion meeting with unqualified approval, renders the manufacturers confident when making the following claims:—

1st. Its first **cost** is vastly **less** than that of any Oil in use, of known merit or acknowledged worth.

2nd. It will **not in any way gum** or clog up any journal or bearing, all the gum in the Oil being entirely decomposed.

3rd. It will keep all journals and bearings **cool, clean** and **bright** as new, thus not only saving wear and tear, but **saving also** no inconsiderable amount of **motive power.**

4th. It is fully as **durable** as any Oil in the market, and consumers are invited to make their experiments on such journals as are inclined to heat up.

5th. It is sweet and clean, and entirely **free from all odor or unpleasant smell.**

Also,—
J. C. HULL & SONS'
REFINED BURNING OIL.

Buyers are requested to give this **OIL** a trial, as it is believed that it will be found the

CHEAPEST, CLEANEST AND BEST
OIL FOR BURNING,
(all things considered), in the market.

CERTIFICATES from a large number of **Railroad** and **Steamboat officers,** also, prominent Manufacturers and Machine Builders, can be seen by application as above.

TAW & BEERS,

DEALERS IN
Sperm, Whale and Elephant Oils,
Adamantine Car and other Candles,
AND MANUFACTURERS OF
TAW'S LUBRICATING
GREASE
FOR RAILROAD CARS
AND HEAVY MACHINERY.

THIS celebrated **GREASE** has been in use upwards of **Ten years;** and is in the opinion of **FORTY RAILROAD COMPANIES,** whom we regularly supply,

The Cheapest and Best Lubricator in use.

Parties ordering, will please state the kind of box, or description of machinery.

TAW & BEERS,
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OIL! OIL!
PEASE'S
IMPROVED ENGINE and SIGNAL OIL,
FOR
RAILROADS, STEAMERS, PROPELLERS,
AND FOR EVERY CLASS OF
MACHINERY AND BURNING.

PRACTICAL TESTS, by Engineers and Machinists of Thousands of Gallons, **prove** this Oil to be **superior** for **Burning,** and **TWENTY-FIVE** per cent. more **durable** than Sperm Oil, for Lubricating, and the **only** Oil that is in all cases **reliable,** that will keep bearings **cool,** and

WILL NOT GUM.

In no case has it failed to meet the approval of the consumer.

The *Scientific American* and *Manufacturer's Journal,* after testing this Oil, pronounce it **superior** to any other for Lubricating.—**For sale ONLY** by the Inventor

F. S. PEASE, 61 Main st., BUFFALO.

Reliable orders filled for any part of the United States or Europe.